



## Avenger in the Adriatic

HMS Avenger (left) joins the NATO/Western European Union joint naval force in the Adriatic, monitoring merchant traffic off Yugoslavia in support of United Nations sanctions against Serbia and Montenegro.

The Type 21 frigate sailed from Plymouth last month to relieve HMS Nottingham, stopping off at Gibraltar for a week-end break before sailing on to station, where she is now expected to remain until the end of the summer.

# SO LONG, ME

HONG Kong's China Fleet Club is to close on December 1 after nearly 60 years' operation. Its trustees said that commercial rents were beyond the club's means and to continue trading would incur "unsustainable" losses.

In the wake of a naval canteen, the renowned club was set up in 1934 — with a grant of land and donations from men of the China Fleet — in the six-storey building which was to be a Wanchai landmark for half a century. As Hong Kong prospered and the site became valuable, the building was succeeded in 1985 by the present 25-storey one, with the club occupying the lower nine floors.

In 1987 the trustees decided to sell the Wanchai building and use the proceeds to fund new projects in the United Kingdom. A grant was made towards refurbishing the Royal Sailors' Home Club in Portsmouth, and the "flagship" project — the China Fleet Country Club at Saltash — opened for business in June 1991.

The agreement with the owners of the new premises in Hong Kong allowed the club to retain rent-free occupation un-

til December 27 this year. Now the high property prices which allowed the trustees to realise enough money to fund the new UK projects prevent the club continuing to operate in Hong Kong.

Says the club, "Although it will be the end of an era, the new China Fleet Country Club provides superb recreational facilities and will aim to continue the tradition of service that began in Hong Kong in 1934."

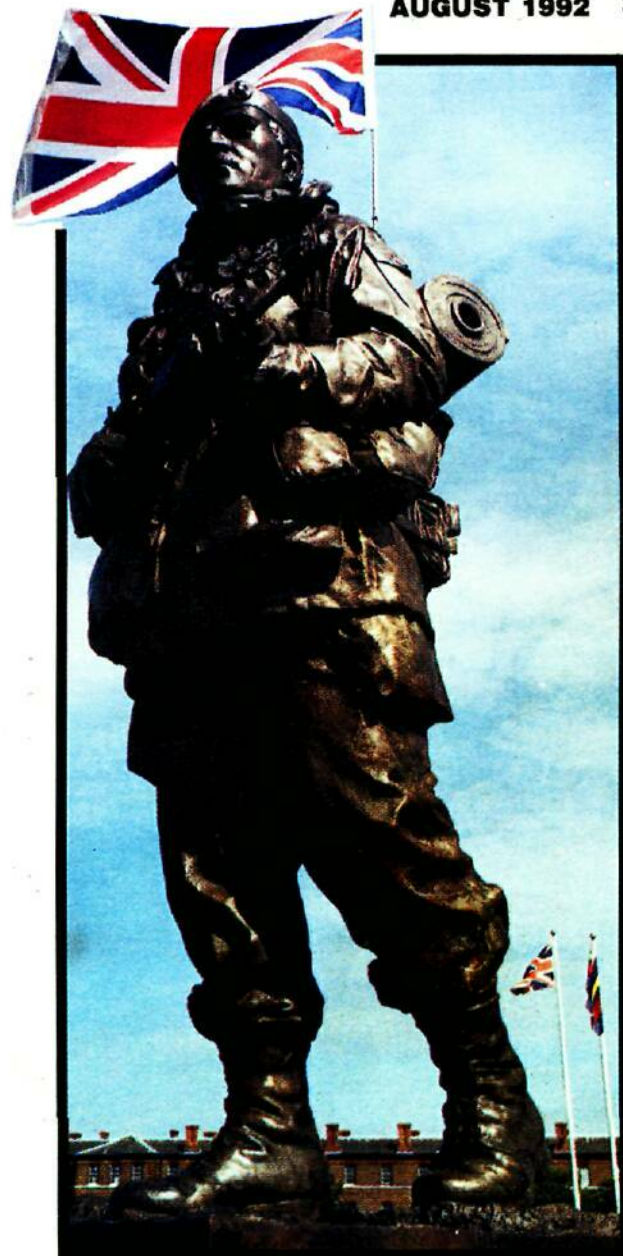
Down the years the club has been a popular venue for



# OLD CHINA

countless sailors visiting Hong Kong, which this summer fea-

tures in the programme of ships of the Orient '92 deployment.



## Casting a giant shadow

'The Yomper', an 18ft statue symbolising the role of the Royal Marines in the Falklands War, was unveiled at Portsmouth by Lady Thatcher — see page 17. Picture: PO(Phot) Al Campbell.

## RED SEA ROLE FOR YORK

WHILE returning from Armilla patrol, HMS York became the first RN ship to take part in multinational force (MNF) embargo operations carried out in the Red Sea area.

The operations involve boarding merchant ships on passage to and from the Jordanian port of Aqaba to establish that their cargoes do not infringe the UN sanctions on Iraq. Vessels from eight nations have now taken part in the force.

Boardings are carried out from dawn to dusk, as directed by the task group commander. During the night hours, the merchantmen are corralled in designated areas for boarding next day.

The boarding parties, consisting of over 50 members of all branches of the ship's company, are split into three teams, each divided into "sticks" with particular areas of the ship to search. They board the merchantmen either by ship's boats, or by rapid roping from the Lynx helicopter, calling for deft flying from the crew and nerve from the boarding team descending 60 feet on to the deck of an unfamiliar vessel.

Search times depend on size and type of vessel, with an average boarding taking about two-and-a-half hours and some lasting as long as seven. A routine day may have each of the six ships in the group carrying out three or four boardings, with temperatures above 30 degrees C on deck, and warmer in the holds.

● HMS Chatham paid the first visit to Jordan by a western warship since the end of the Gulf War when she called at Aqaba at the end of June. Right — HMS Beaver (left) exchanges water shots with HMS Chatham as she hands over Armilla Patrol duties.

Picture: WO(Phot) Bob Pearce

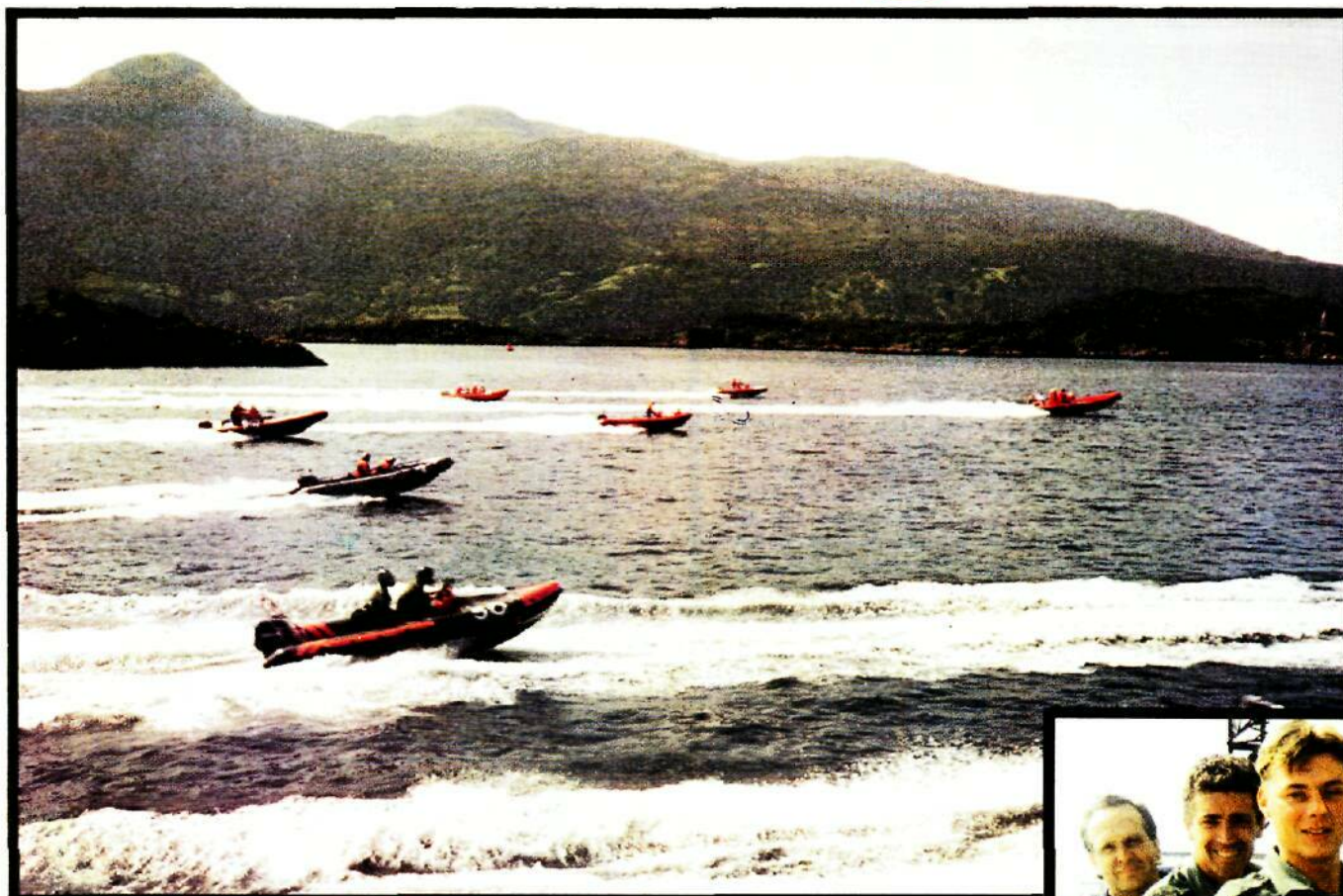


## FOUR IN VANGUARD

AN ORDER has been placed with VSEL, Barrow, for construction of the Royal Navy's fourth Vanguard class Trident missile submarine — see also page 16.



# Rib-rattling race around the Isles



● LAEM Jake Wilkinson and Walter Styles, foreground, make a fast run across the Kyle of Lochalsh during the Round Scotland RIB Race.

RIDING high after the Round Scotland RIB race is the Naval Air Command Team from AWSO, RN air station Yeovilton, who scooped a number of prizes during the 500-mile circumnavigation of Scotland's islands and highlands.

Driving a Service issue Avon Searider, powered by a Mariner 75h.p. outboard, the four-man team — LAEM Jake Wilkinson, Mr Walter Styles (MOD), CPO Andy Fowler and AEM Sid Davies — took the shorter Group One route from Inverness and back via Loch Ness, the Caledonian Canal, Cape Wrath and Pentland Firth.

On the first leg of the five-day event the Navy's Searider beat all but two craft across Loch Ness, a notable success considering the difference in engine size.

The following stages involved a fast race through Loch Linhe, a "choppy" run to Ullapool and an arduous journey around Cape Wrath along the hostile north coast to Scrabster.

Overall speed, stamina and the durability of the boat brought the Navy team prizes for the fastest Service crew (MOD and civilian), fastest up to 100h.p. engine class and the second fastest boat overall in Group One.

Anyone interested in competing in next year's race should contact LAEM Jake Wilkinson, AWSO, RN air station Yeovilton, Ilchester, Somerset BA22 8HT.



● Proudly showing off their trophies are the Naval Air Command Team, from left, Walter Styles (MOD), CPO Andy Fowler, AEM Sid Davies and LAEM Jake Wilkinson.



## Jean's on wheels

FORMER Wren Mrs Jean White, of Gosport, finds getting out and about that much easier thanks to the combined efforts of SSAFA and the Wrens Benevolent Trust.

Mrs White, 71, whose late husband served in the Royal Marines, has suffered from arthritis for a number of years and is unable to walk without the aid of crutches.

The Wrens Benevolent Trust answered her plea for help and, after seeking the aid of the Gosport/Fareham branch of SSAFA, she was delighted to receive an electric Lark scooter.

Pictured with her at the presentation are, left, Mrs Jean Grimshaw, SSAFA case worker, and, right, Mrs June Ellis, secretary of the Wrens Benevolent Trust.

Picture: The News, Portsmouth.

## Minehunters win Marconi honours

THIS year the Marconi Underwater Systems Limited Mine Warfare Efficiency Trophy went to no fewer than three of the Navy's mine countermeasures vessels, HM ships Brocklesby, Brecon and Bicester.

The trophy, presented by Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Hugo White, is awarded annually to the ship, or in this case ships, considered to have made the most significant contribution to mine warfare efficiency within the Flotilla.

HM ships Brocklesby, Brecon and Bicester arrived in Gulf waters soon after the end of hostilities last year.

They were faced with the task of clearing the shipping routes from the Northern Gulf to the Kuwaiti ports, and they completed this vital and dangerous job most professionally.

Once the initial channels were complete, the ships moved deeper into the fields of mixed ground and buoyant mines laid by the Iraqis, so that eventually 164 mines were accounted for by the three ships.

The conditions under which the three ships operated were complicated by heavy pollution both in the sea and the atmosphere.

Picture: Dundee Courier.



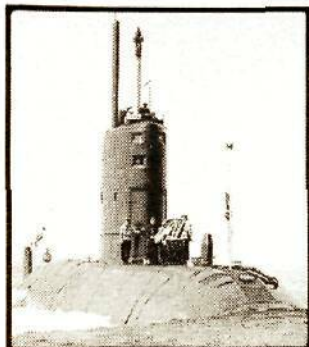


"A milestone in Anglo-Russian co-operation"

# Battleaxe in the Baltic

## IN BRIEF

### Ursula address



HMS Ursula, third of the new Upholder Class diesel-electric submarines, arrived at HMS Dolphin, Gosport at the end of June.

□ □ □

Arctic Campaign veterans attended a service at Portsmouth Cathedral last month at which two memorial stained glass windows were dedicated.

□ □ □

Princess Alexandra, patron of Queen Alexandra's Royal Naval Nursing Service, made a private visit to RNH Haslar at Gosport last month.

□ □ □

RN Chaplain David Barlow signalled Alderney with the text of the 1589 Gaelic Blessing when HMF Trondenes was inaugurated as the first ship of the Channel Island's own 'navy', providing a link between Guernsey and Cherbourg.

□ □ □

WISBECH RNA stalwart Shiner Wright (59) plans to cycle 196 miles down to Portsmouth Navy Days at the end of the month to raise money for Great Ormond Street Hospital and the RNLI. Tel: (0945) 475052 for details.

□ □ □

Five ships of Nato's Standing Naval Force Atlantic, including HMS Exeter which has been replaced by HMS Andromeda, visited Portsmouth last month.

□ □ □

Veterans of 40 RM Commando commemorated the 50th anniversary of the Dieppe Raid in which over 1,000 Allied troops were killed at a vigil in the town's Canadian War Cemetery this month. An exhibition at the D-Day Museum, Portsmouth continues until September 25.

□ □ □

The Lord Mayor of Birmingham provided a tot of rum for the ship's company of HMS Birmingham after they led the city's Lord Mayor's Show in May.

□ □ □

Eight members of Kelly Squadron, HMS Mercury, attended the annual Kelly Reunion Association wreath laying ceremony at Horseguards Parade.

JOINT manoeuvres between HMS Battleaxe and a Russian destroyer have been described by both sides as a milestone in Anglo-Russian co-operation.

The Type 22 frigate conducted hour-long manoeuvres with the Admiral Panteleyev, one of the latest Udaloy-class vessels.

The ships exercised communications procedures as Battleaxe left the Baltic Fleet's main base of Baltiysk following a two-day goodwill visit — the first ever made there by a British warship.

In a joint signal Russia's Baltiysk Squadron commander, Vice-Admiral Litvinov and Rear-Admiral Bruce Richardson congratulated the ships' companies on their success.

"The manoeuvres were conducted with energy and professionalism. You have set an important milestone in Anglo-Russian co-operation."

Sailors of the Baltic Fleet staged an impressive, two-hour concert for HMS Battleaxe ashore in Baltiysk.

Later the Battleaxe steamed across the Gulf of Danzig to Gdynia for a similar visit to Poland. In both countries she delivered lorry-loads of toys and clothes to orphanages, mostly donated by schoolchildren in England and Gibraltar, while £2,000 had been raised by the ship's company.

Below: L/WREN PTI Janine Burns deep in conversation with 18-month-old Magena at an orphanage in Plymouth's twin city of Gdynia.

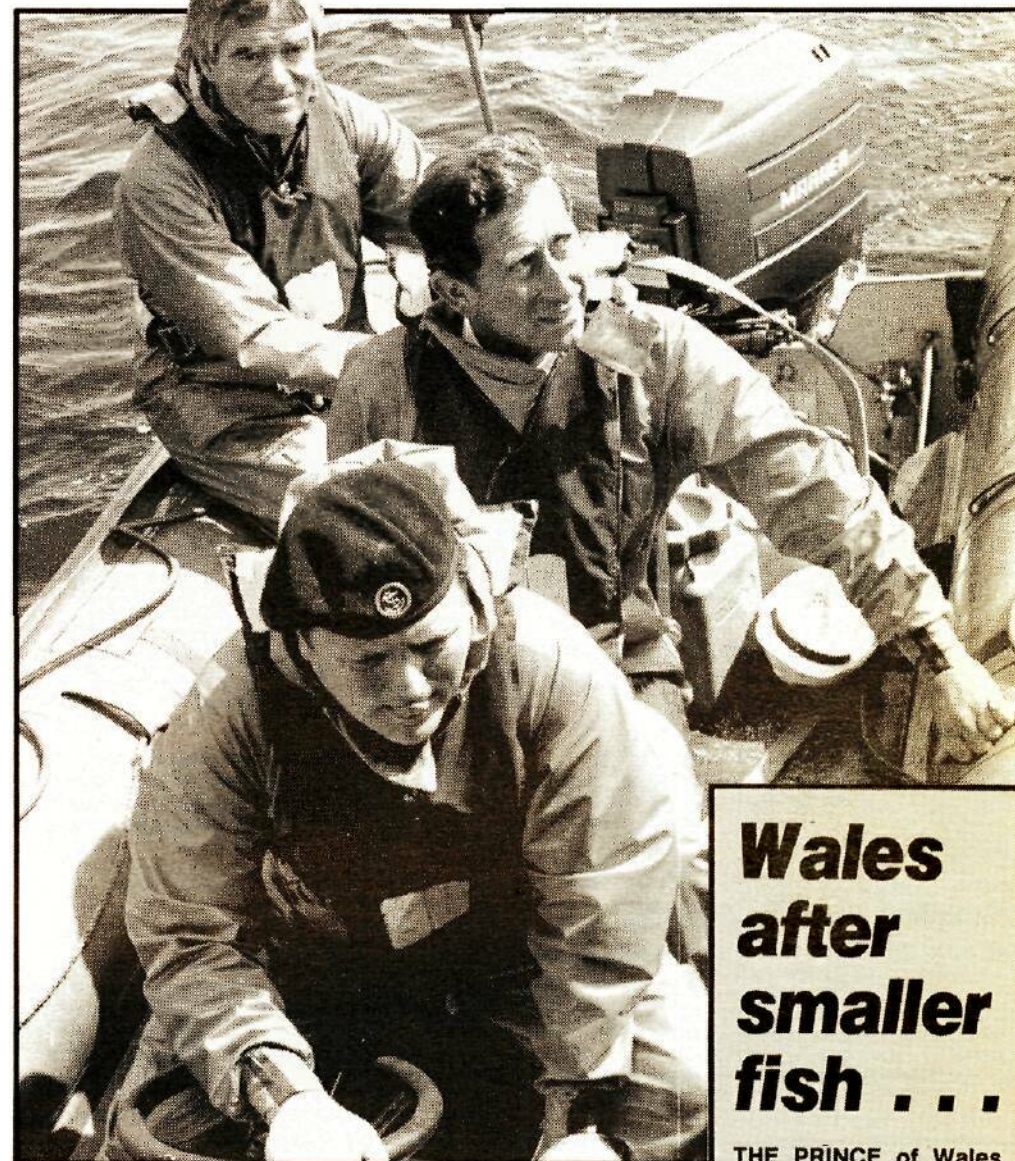
## Prospekt for padres

FOR the first time Russian sailors of the Baltic Fleet are able to worship formally in their main naval base.

On the orders of the commander of the fleet an Orthodox cathedral has been dedicated in the closed port of Baltiysk and the doors of St George's were opened to sailors from HMS Battleaxe.

They brought a letter of good wishes from the Chaplain of the Fleet, the Ven. Michael Henley, together with a Wedgwood plaque commemorating the bicentenary of the Chapel of the Royal Naval College, Greenwich.

According to Russian naval sources, naval chaplains may soon be appointed.



## Wales after smaller fish . . .

THE PRINCE of Wales is seen with Lieut.-Cdr David Dutton, First Lieutenant of HMS Shetland, and RPO Andy Irvine while on a private visit to the Fishery Protection Squadron.

The Shetland was joined by HMS Brinton on patrol and the Prince watched a routine boarding of a fishing vessel in the Firth of Forth.

HMS Berkeley, senior ship of the 1st MCM Squadron and first Hunt class to take on fishery protection duties, is to continue in the role for some months, together with HMS Brecon, which was involved in the recent dispute with French fishermen off the Scilly Isles.

The Berkeley, with special deck added and Tornado inflatable embarked, has now completed two area patrols in a variety of weather and boarded about 70 fishing vessels, several with minor infringements reported.

She has also had a popular "run" to Hamburg, where 1,600 people responded to the open-to-visitors invitation.

Learning the skills of language improvisation rapidly, the ship's newly-formed boarding parties have successfully met the challenge of their new role. Three of her officers have completed the MAFF course covering all aspects of fishery legislation and methods of checking fishing vessels.

Meanwhile fishermen have taken part in a day's life-saving instruction organised by the RN Search and Rescue Flight of 772 Sqn at RN air station Portland.

They were taken out in a Sea King helicopter for instruction on winning techniques.

## Chariot diver raced ashore

A diver searching for World War II Italian chariot torpedoes sunk in Gibraltar Bay was rushed ashore by an RN rescue boat after he made a free ascent of 27 metres.

Mr G Hodges (34) spent five hours in the decompression chamber at Stores Wharf manned by Gibraltar Clearance Diving Unit and was then released after medical treatment at the RN hospital.

## Short time Duke

HMS Iron Duke, fifth of the Type 23 frigates, joined the Fleet at Devonport last month — making hers the shortest build time of the new Duke Class so far.

Modular build allowed the ship to be well advanced before her launch on March 2 last year.

## Open and shut

Twenty-two of Portsmouth Naval Base's penstocks — the big valves that flood and drain the docks, installed over a century ago — have been replaced at a cost of £2.5m.



## UXBs little and large

Navy bomb disposal experts exploded a 19th century shell in Portsmouth harbour after three teenage boys found it on a mudbank.

Meanwhile the Plymouth Clearance Diving Unit was dealing with a somewhat larger catch — a 1,500lb. German parachute mine netted by a fishing trawler five miles south of Bournemouth.

## Women who oil the wheels

WRNS hopefuls for the title 1992 Young Woman Engineer of the Year should apply now to the Institution of Electronics and Electrical Incorporated Engineers.

They will be sent a brochure giving details of the award, which is open to women under the age of 30 qualified to Incorporated Engineer level and offers £500 plus a silver rose bowl.

Most promising young entrant receives £100 and a silver salver. Tel. 071 836 3357 for details.

## Centurion Freedom

HMS Centurion, the Royal Navy's pay, records and drafted centre, has been granted the Freedom of the Borough of Gosport, in recognition of its 21 years' service.



# War drafting — that doesn't involve me, does it?

ONE of the less well known sections of Naval Drafting Division is that of the War Drafting Control Office (WDCO) — this section, which used to be known simply as the Mobilisation Office, is a unique organisation and is responsible for controlling the allocation of active service and ex-regular reserve rating manpower to war billets. It is also the administration centre for all ex-regular reserve ratings of the Royal Fleet Reserve and the Pensioner Reserve.

It is hoped that this month's Drafty's Corner will help to clarify what goes on in the WDCO section and how it might affect you, either as an active service or reservist rating.

## THE WAR DRAFTING TEAM

War Drafting Control Officer (WDCO) and Registrar of Reserves — Lieut.-Cdr. Nigel Parry (Ext: 2384)  
Assistant WDCO — CPOWTR Mal Stevens (Ext: 2105)  
Office Writer — WWTR Emma Day (Ext: 2485)

### Reserves Admin

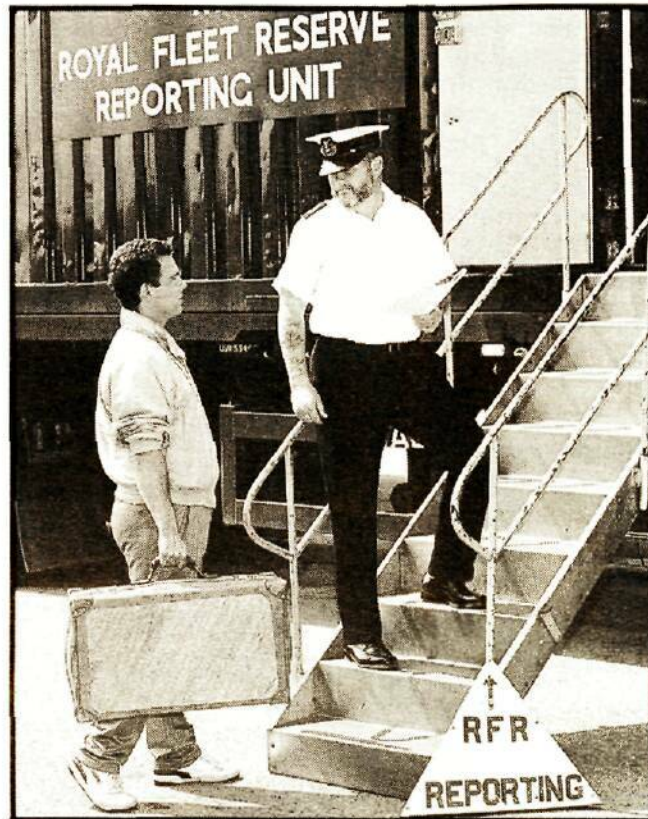
RNR Call-Out Preparations — Mr John Lardner (Ext: 2205)  
Pensioners — Mrs Grace Clark (Ext: 2046)  
RFR (A-K) — Mrs Ruth Lowdon (Ext: 2253)  
RFR (L-Z) — Mrs Debbie Watts (Ext: 2199)  
RFR Annual Reporting — Mrs Mary Richardson (Ext: 2252)  
Reserves Admin Assistant — Miss Debby Smith (Ext: 2253)

### Reserves Reporting Unit

Office i/c — WOMAA Ollie Burton (Contact via Ext: 2252)  
2 i/c/Accounts/HGV driver — CPOWTR Peter White  
Kit/Transport Manager/HGV driver — CPOSA John Wattam  
Medical — LMA Steve Clarke  
Documentation/HGV driver — LA(AH) George Brennan

Not surprisingly, few active service personnel have occasion to be involved with the WDCO section in peacetime. Everyone's very busy getting on with their peacetime tasks and very seldom, if ever, give any thought to what would happen to them in a war or crisis situation.

However you will not be surprised to learn that there is a great deal of detailed planning going on behind the scenes in the WDCO section to establish accurate personnel matches of square pegs to square holes in the event of the country having to go to transition-to-war or war itself.



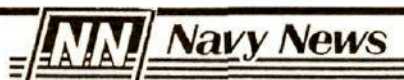
## Dual drafts

DUAL drafts are war billets which, because of the need for some pre-training or special qualification, need suitable active service manpower pre-matched to them in peacetime. There are nearly 600 dual draft billets and the WDCO endeavours to pre-match manpower to them on a continual basis. From a manpower control point of view, the Navy ashore comes under Manpower Control Establishment which are, in the main, the larger shore establishments. It is the Manpower Allocation Control Centres of these units with which the WDCO liaises regularly in peacetime concerning allocations of manpower for these dual drafts.



## Drafty

## ... drafting for war



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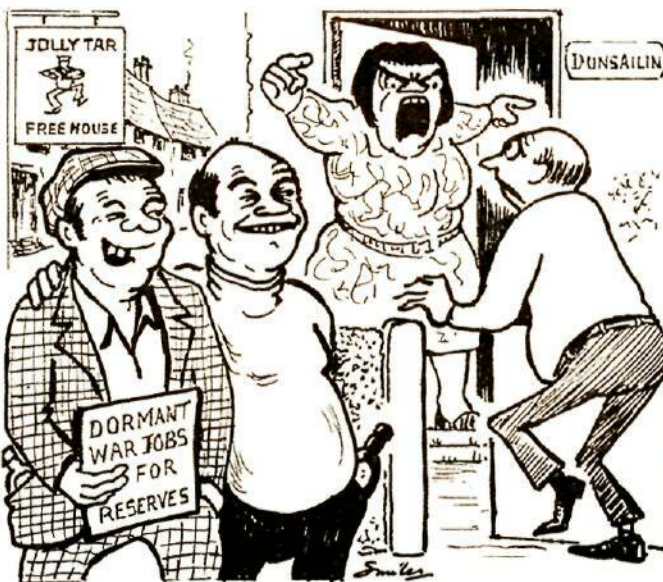
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"Must be safer than being a doormat outside!"

## Kept in reserve

THE ex-regular reserves are made up of the Royal Fleet Reserve (RFR) and the Pensioner Reserve and should not be confused with the Volunteer Reserves — the Royal Naval Reserve (RNR) — administered by CINCPNAVHOMEReserves Division.

Those men leaving the service with less than 22 years service normally have a three year liability for RFR service, while those leaving with pension have liability up to the age of 55. However, Reservists who are in a civilian "Reserved Occupation" such as, for example, the Merchant Navy, the Prison Service or the Police Force are exempted from call-out while in that occupation.

At present neither females nor QARNNS ratings are eligible for reserve service because of the current legislation regarding reserve liability. However in this age of sea service and equal opportunity the question of introducing reserve liability for women is under review.

Current totals of ex-regular reserves are as follows:  
RFR 5,600  
Pensioners 12,000

When a male rating is released from active service and is eligible for reserve liability, he is enrolled by the Registrar of Reserves in HMS Centurion and sent enrolment documents. Reservists are required to maintain a basic scale of kit and members of RFR are invited once a year to report to a mobile agency called the Reservist Reporting Unit (RRU) when it visits the local area to maintain contact and update personal details. (But see "The Way Ahead"). Back at HMS Centurion administration of the ex-regular reserves is carried out by a small group of civil service personnel on the Registrar of Reserves' staff who also maintain a fair amount of contact with reserve personnel in the course of their work, either by letter or phone. Finally the Reservist is informed when his period of reserve liability eventually ends.

## Dormant drafts

DORMANT drafts are similar to dual drafts for active service ratings. Reservists are pre-matched to war jobs, as far as practicable, and these are called dormant drafts, of which there are presently nearly 3,000. It is not necessary for individual reservists to be aware that they have

or have not been allocated a particular dormant draft, nor what it may be. What it does mean is that by preplanning some drafts it avoids the need for Drafty to have to allocate all these drafts at one time if a threat or crisis were to suddenly arise.

## The way ahead

YOU will, of course, all be fully aware that, following Options for Change, much work has taken place to re-shape the Royal Navy but many decisions have yet to be finalised and much dust has yet to settle. As part of this work, planning is in hand to introduce a manning system to react to an Out-of-Area crisis, which would require rapid response from our active service and could involve reserve forces. GRANBY (Middle East) was the most recent example of a crisis situation and CORPORATE (Falklands) before that, both very different scenarios. It would be naive to think that other crises involving UK forces will not arise in the years ahead and therefore the pre-planning of a manpower core to react rapidly to a developing crisis is very sensible.

The structure of our reserve forces, possibly including WRNS reservists, and the legislation for calling them out in an emergency is also under review but any changes will not happen overnight. Until changes can be achieved it is envisaged that future plans for any out-of-area crisis involving reservists will be on a voluntary basis, along the lines of the 400 RFR's who were called-out for Operation GRANBY.

Finally, it is highly likely that the Reservist Reporting Unit, to which the RFR report annually, will be replaced by an annual mail contact which will reach more RFR personnel, enable more effective updating to be achieved and avoid the inconvenience to RFR personnel by requiring them to travel to a report unit.



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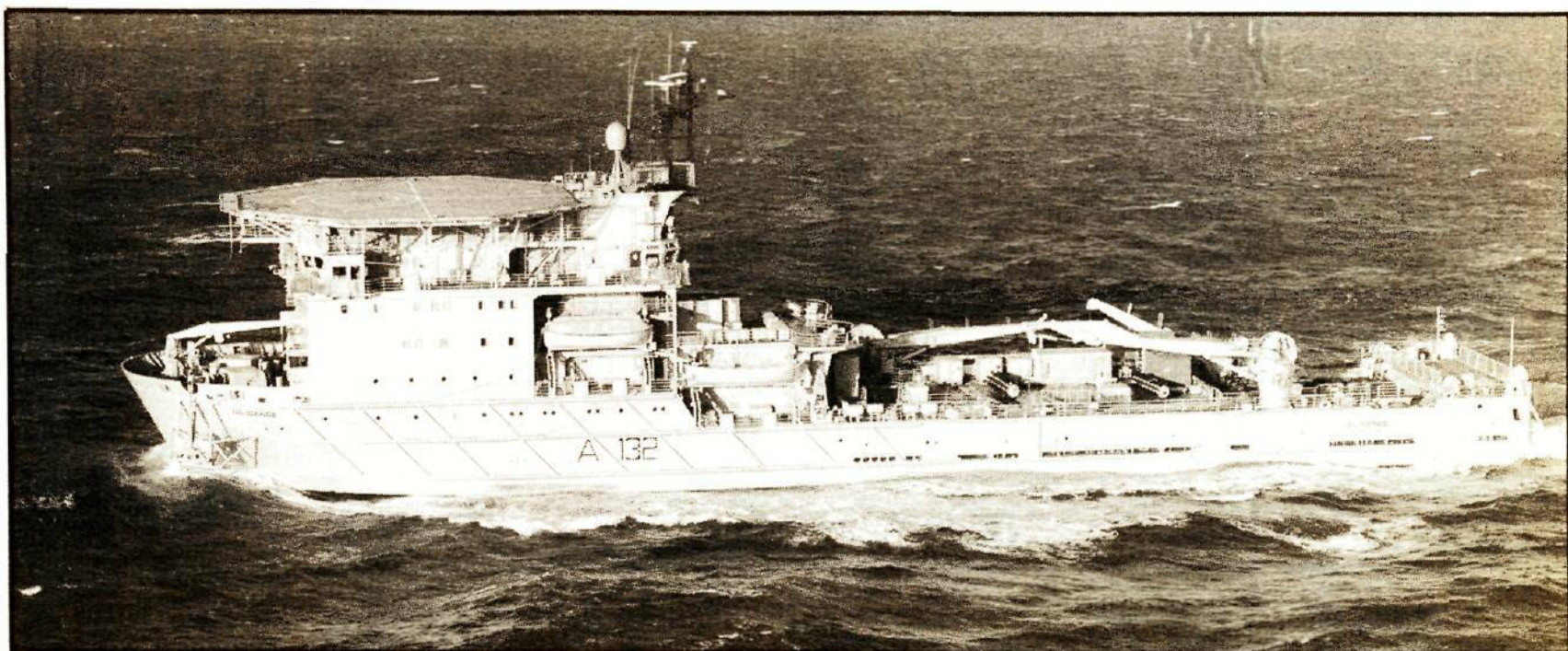
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## FACTS & FIGURES

Pennant no: A132. Displacement: 10,765 tonnes. Length: 112m. Breadth: 21m. Speed: 16 knots. Range: 15,000 miles. Builder: Oresundsvaret AB, Sweden. Ship's company: The ship is jointly manned with 40 officers and men of the RFA and 80 officers and men of the RN. Guns: 4 Oerlikon 20mm; 50 degree elevation; 800 rounds/minute to 2km; weight of shell 0.24kg. Countermeasures: Decoys — 4 Plessey Shield 6-tubed launchers. Helicopters: Facilities for up to Boeing Chinook HC1 (medium lift) size. Flight deck: 25.4m x 25.4m.



# UNDOUBTED VIRTUE OF DILIGENCE

FORWARD repair ship RFA Diligence provides repair and maintenance facilities for both naval and auxiliary vessels operating away from base ports.

Support services she offers include provision of electrical power, fuel, fresh water, feed water and sullage reception. Her fully equipped workshops are staffed by Royal Navy personnel and cater for a wide range of repair and maintenance tasks.

RFA Diligence began life as MV Stena Inspector, designed as a multi-purpose support vessel for North Sea oil operations. She was completed in January 1981 and chartered in May 1982 as a fleet repair ship during the Falklands Campaign.

Purchased from Stena(UK) Line in October 1983 she was converted for use as forward repair ship in the South Atlantic. The conversion was carried out by Clyde Dock Engineering, Ltd, Govan, from November 12, 1983 to February 29, 1984. Her £28m price tag included conversion and installation of military features.

### Workshop

Features added during conversion included a large workshop for hull and machinery repairs (located in the well-deck), accommodation for RN junior rates, accommodation for the crew of a conventional submarine (in place of Saturation Diving System), extensive craneage facilities, overside supply of electric power, water, fuel, steam and air for ships alongside, large naval store (in place of cement tanks), armament and magazines and Naval Communications System.

Complementing her diving capability, the Diligence is fitted with a decompression chamber. Her main flight deck is situated above the bridge deck and a small after deck can also be used for vertical replenishment.

The hull of RFA Diligence is constructed to the highest ice class specification which allows her to operate worldwide. She has two bridges — one forward for normal navigation and one abaft the funnels for harbour manoeuvres.

The ship is fitted with diesel-electric propulsion with a total



## ROYAL FLEET AUXILIARY

OCCASIONALLY in our *Ships of the Royal Navy* series we feature vessels of the Royal Fleet Auxiliary Service, as this month with RFA Diligence. A civilian manned fleet, owned and operated by the Ministry of Defence, the RFA's main task is to supply warships of the Royal Navy at sea with fuel, food, stores and ammunition to enable them to remain operational while away from base. It also provides aviation support for the RN, together with amphibious support and secure sea transport for the Army.

engine output of 18,000bhp provided by five Nohab Polar V16 diesel engines. A power management system ensures the alternators always work in an optimum mode which considerably reduces fuel costs.

### Computerised

A Kongsberg Dynamic Positioning System enables the ship to maintain a static position by computerised control of the five variable pitch thrusters — two bow tunnel thrusters, two 360 degree azimuth thrusters and the main variable pitch propeller.

Anchors sited at bow and stern allow four point mooring. Control and monitoring of all machinery can be carried out from the sophisticated machinery control room.

A good standard of accommodation allows the ship to receive visiting personnel for rest and recreation purposes and

the small but well-equipped galley can cater for up to 200 persons.

● HMS Andromeda missed out on her full share of the limelight as last month's *Ship of the Royal Navy* when Navy News was supplied with the wrong picture. The ship which appeared was her sister Leander HMS Charybdis, now paid off. A photograph of the real Andromeda is being added to our series of postcards.

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

## By any other name . . .

DILIGENCE has been a popular name for ships of the Royal Navy, dating back to a brigantine. Formerly the *Intelligence*, she was renamed in 1692. She was sold in 1708.

The second Diligence, a 6th Rate, was purchased the following year and sold in 1712. Next came a sloop, built at Rotherhithe in 1756. As a fireship she was renamed *Comet* in 1779 and was sold the following year.

The brig-sloop *Spencer* was renamed Diligence in 1795. She was wrecked on Honda Bank, Cuba, in 1800; while the sloop *Union* was purchased in 1801 and renamed Diligence. Third rechristening in a row came in 1812 when the lugger *Thistle* was bought; she became the sixth HMS Diligence.

Built at Ipswich in 1814, the next Diligence was a transport of 567 tons. In 1861 she became a coal hulk, later renamed C72. She was sold in 1904.

A wooden screw sloop to be named Diligence was laid down at Chatham Dockyard in 1862, but cancelled in 1863. Depot ship Diligence was the next of the line. Formerly the *Tabaristan*, she was purchased in 1913.

A 1906 tug called Diligence was renamed Security in 1914. She served as a drifter during the First World War.

Prior to the present forward repair ship there was another repair vessel named HMS Diligence. Of 4,023 tons, she came to Britain on Lend-lease in 1944. She was returned to the United States Navy in 1946.

# SKI 93

## ROYAL NAVY

### Royal Navy Dry Slope Championships

Wednesday 30 September 1992  
Plymouth Dry Slope

Competition Details From:  
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IT MAKES ME WONDER  
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## Letters



# First pick for redundees — so others dip out

ENTERING my final 12 months service, I find myself applying for resettlement courses and briefings. Since February I've applied for a few courses but on two occasions was given seven days' notice that there was no place for me on those particular briefings.

## Heap big job for chippy Charlie

MAY I thank all shipmates who helped in my efforts to trace the origin of the totem pole presented to HM submarine Totem in 1944.

I have just returned from Canada where it was my pleasure to be entertained by "The Imperial Order of Daughters of the Empire" who donated the totem pole.

They, on my behalf, made exhaustive inquiries in the Cowichan area, including a visit to the Cowichan Reservation, and found it was carved by a member of the Cowichan Tribe.

They think it was done by a man named Simon Charlie, but cannot be certain, as the tribe kept no records and Simon Charlie has now passed on. — Harry (Buck) Taylor, Polegate, East Sussex.

How can anyone leaving the Service be expected to sort out their resettlement when you have one week's notice before starting a briefing that you are not on it?

Since then another attempt at a franchising course has been rejected due to over-subscription by some 300 personnel, mostly redundees. I was informed by the HQ Army Education Services UK that a points system is operated for courses, so how near you are to your terminal date reflects your chances of being on the briefing.

On subjects like franchising you require to be on the course many months before discharge to allow time to weigh up the scheme.

The system is penalising people who have the forethought to organise their resettlement prior to discharge.

I realise that the resettlement organisations have had their workload increased due to redundancies. There are special briefing courses for redundant people, but the remaining ones are available to everyone. However, redundees have priority on these too, so how can we poor mortals who are reaching our "natural" terminal date be expected to carry out our resettlement?

So how adequate is the Tri-Service Resettlement organisa-

tion at present in meeting the needs of the Serviceman/woman? — D. P. Henderson, CPO, HMS Dolphin.

● EVERYONE who leaves after more than five years' service is entitled to a comprehensive resettlement package, it was stated recently on behalf of MOD. This package includes briefings on various matters, including how to go about finding a new job and on specific second careers.

Involved too is the opportunity to spend some time on attachment to an employing organisation to gain civilian work experience; also a pre-release resettlement period of 28 days which can be used for any resettlement-related activity.

About 19,500 Service personnel will be entitled to this help during 1992-93 and most of them will take advantage of at least some of what is avail-

able, it was stated. Consultation was continuing within the Forces and with organisations which provide resettlement services to ascertain what more might be done.

## Goodbye, sailor!

I READ with interest that homosexuality is now on longer an "offence" in the Services.

I hope I have been discharged from the Royal Navy before this practice becomes compulsory! — Asst. Naval Provost Marshal.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

# Being late is out of date . . .

I WRITE concerning the naval charge of being "absent from place of duty". Although I have never had the misfortune of being adrift, it seems to me the offence has now become a bit outdated.

I realise that in civilian life poor timekeeping could mean the loss of your job, but to fine a man two days' pay or to give him three days "extra work and drill" seems very harsh, especially for a one-off offence.

My experience seems to be that, while shoreside, being adrift would be punished locally by an extra duty or a similar punishment, and the offence would be kept "in-house". However, on a seagoing ship, with peg-boards and the MAA lurking around the corner, the inevitable First Lieutenant's table beckons. Maybe, it is about time we started a minor offences log and gave one-off offenders a chance. I for one could do without a £70 fine for being ten minutes late.

I realise that naval discipline needs to be upheld but a bit of relaxation in rules seems well overdue. I'm sure there's many a Joss out there only willing to disagree, but maybe some should have a think about what good is done by implementing such charges. — At sea (LWTR).

## Yacht club centenary

THE Royal Hong Kong Yacht Club has commissioned a history of the club to commemorate its centenary in 1994. I have been nominated to assist the author by providing the Royal Navy input to the book.

Traditionally the Royal Navy has very strong ties with the club, extending back to well before it received its Admiralty Warrant on May 15 1894.

Originally on the site of the current HMS Tamar, the club moved to Kellett Island, a disused naval magazine, in the late 1930s. After the war, on September 17 1945, men from HMS Vengeance entered the yacht club and reopened it.

The RN subsequently played a large part in keeping the club going through the United Services Yacht Club, which existed from March — December 1946, and saved the RHKYC from having to close.

I would be grateful for information, stories and photographic material which might be of interest. Any material sent will be handled carefully and returned if the donor wishes. — T. J. Stanning, Lieut.-Cdr. JS Branch, Headquarters, British Forces Hong Kong, BFPO1.

## Model sale a real gem

THREE cheers for Navy News and its readers for the wonderful response to the "Over to You" item about sale of the HMS Diamond model (March edition).

As a direct result of the help, Aston and Weston Branch of the Royal British Legion gave a cheque for £1,000 to Galanus House, the RBL home in Long Itchington, and as a "spin off" we were able to put about 25 old shipmates in touch with one another.

Thanks to all for the help in our efforts for the disabled ex-matelots, Pongos and Brylcreem Boys at Galanus House. — J. Judge, Ex-RNPS, Aston-on-Trent, Derbyshire.

## Broadsword buddies

CONCERNING your June edition "Ships of the Royal Navy" feature, could I mention that TS Broadsword (Aylesbury Sea Cadets) has been affiliated with the Type 22 frigate since 1978 when our name was changed from TS Hamilton.

We have forged close relations with HMS Broadsword, made frequent visits to the vessel, and our cadets are proud to be associated with her. — C. Read, Cadet PO, SCC Aylesbury.

## Nowt to see oop here

I'M glad that the citizens of Edinburgh and its environs got to visit the Ark during the recent Ship Window 92. Lucky them.

We Yorkies (except a privileged few) got to see nowt in the way of ships. Only HMS Gloucester actually berthed at Hull — and she wasn't open to the public. At least we got to see an excellent performance from the RM band in City Gardens.

We probably see less of the Navy in this area than anywhere else in the country. But I'm still hoping to make my annual pilgrimage to the south coast — Pompey this year — come August. — P. R. Beavers, Brighouse, West Yorks.

# THE TRUTH ABOUT TUNA?

I WAS Interested to read the letter "High stakes for Tuna" (June) from Lieut.-Cdr. R. P. Raikes concerning my book, "The Last of the Cockleshell Heroes".

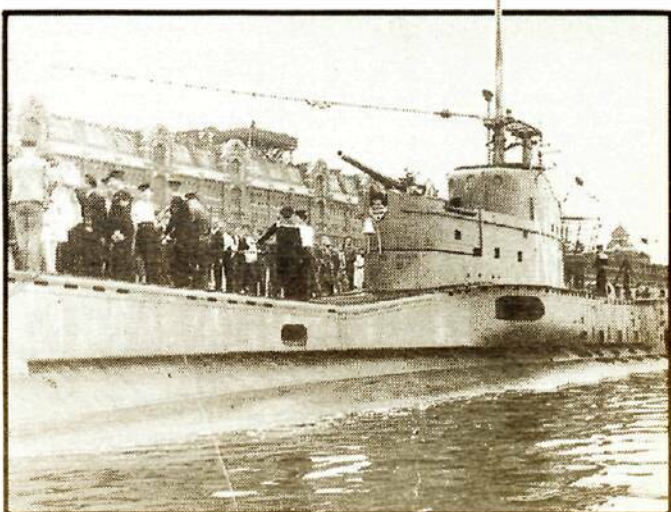
Regarding there being no encounter with a U-boat in the bay, I can only say that this came from reports relayed to us, by one of the crew, while submerged. As for the weather being good throughout, I'm afraid that I must disagree as I distinctly remember the ship rolling violently when we surfaced, to such an extent that some of my boys were very seasick. Furthermore, why was the operation aborted for 24 hours?

The 180-foot depth, I must confess, was a figment of imagination on the part of my ghost writer, who perhaps wanted to add a bit of dash to the story, but I failed to notice this when approving the proof.

I wish to assure the Commander that the rest of the story is accurate, and could be verified mainly by the Count de Milleville, who assisted his mother in the escape organisation.

I thank the Commander for his good wishes, and can only return the compliments to a very gallant and able submariner. May he have along and happy retirement — W. E. Sparks, DSM, Crowborough, East Sussex.

● HMS Tuna, visiting Rotterdam in August, 1945.



**NN** Navy News

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# Letters

## Bad spelling comes with amateur type costing

IT is with some concern that I observe that, with the proliferation of desk top computers, more and more senior ratings and officers up to at least Commander's rank are typing their own "official" letters (not draft copies). How many of these PCs have official WP packages?

A MOD typist with top proficiencies can earn around £10,000 annually (this with typing speeds of 50 words a minute), the letter being double checked — for spelling, punctuation and grammar, which quite often need amending from the draft — prior to being released; also that it conforms to JSP 111 or the modified version required by the Captain of the establishment.

After all the manpower reviews, introduction of local budgets etc, I wonder just how many Service personnel have written into their TORs that they are required to type? All persons with salaries over £10,000 therefore cost more. Basic maths shows that a person on £30,000 typing at 50 words a minute will cost three times the typist's costs. At 25 words — which is still faster than most — it will be six times. At my two-finger speed, at least 10 times.

### Double checked

Some questions which need answering:

Just how many of these "typists" then have their work double checked? Does it conform to the requisite layout?

Where is the file copy held? If it is on someone's personal disc, does it leave on change of appointment? What about security etc?

How many Budget Holders take these costs into account? How many manpower audit teams take this into the equation?

Did the audit teams take into account why there was a lessening load on the typing pool when reductions in that area were made? More importantly did they take the additional costs into account with Commander (typist)/CPO (typist) on the staff. — M. Draper, Lieut. Gosport.

## Still holding the baby

I WAS aggrieved to find that MOD civilian employees have been forwarded questionnaires on child-minding facilities in the Portsmouth area. Surely as MOD employees Service personnel are due the same consideration offered civilians on such out-of-work facilities.

It would appear that the Service person is being discriminated against despite being available for moves more frequently than civilians, invariably living away from families for support with children, and unable to take days' leave at the drop of a hat.

It would appear that although the MOD now allows female Service personnel to remain in service after having children — having had its arm twisted — no consideration has been made to help Service personnel with child care facilities, while considering this service for civilians.

### Discrimination

I do not consider special arrangements should be made for Service personnel, but on such issues there should not be discrimination. All MOD employees should be treated equally, and Service personnel not discriminated against, in what would appear to me the hope that Service females will leave after having children. — D. F. Shenton, POCQA, Alverstoke, Hants.

### Gulf Medal minefield

JULY this year saw the first anniversary of completion of the largest mine clearance operation since the Second World War — the Gulf war mine clearance carried out by the Western European Union under the leadership of the Royal Navy.

In recent months much has been written about medals, those which can be worn and some that are mere keepsakes.

When the Gulf medal award was announced it was also reported that the MCMVs which cleared the Gulf might be considered for "appropriate recognition". However, no extra names have been added to the original list in DCIs.

It seems strange that Gulf medals were awarded to units who remained in the Eastern Mediterranean while personnel who lived and worked in a live minefield for six months received nothing.

No doubt dates will be quoted to justify the decision. However, mines don't carry a "sell by" date. — Hunt Senior Rate, Hants.



## 'SWANDERFUL HERE, INNIT MUM?'

The biggest building site in Europe may not be an ideal place to set up home, but the swans who built their nest in the middle of Clyde Submarine Base knew they could bank on a few free meals...

Now mother and baby are doing fine in the small boat marina's new maternity wing. And it looks like there'll be another happy event soon.

Picture — LA(Phot) Steve Godfrey

## RNPT tour dates

THE Royal Navy Presentation Team tours the United Kingdom each year talking to a wide cross-section of the community about Britain's maritime interests and how the Royal Navy looks after them.

The tours are intended to provide the public with information and facts on the Navy and to contribute to the democratic debate on defence issues.

For its forthcoming tour the team will be under the command of Capt. Geoffrey Billson, whose appointments have included command of HM ships Exeter and Cumberland.

The civic programme for the autumn tour is shown below. The evening begins with a reception, followed by a 45-minute talk, with film and slides. Afterwards there is time for questions and discussion. At the end of the evening members of the audience can talk informally to the team. There are no entry fees.

Requests for further details, and tickets, should go to: RN Presentation Team, Room 2120, St. Christopher House, Southwark Street, London SE1 0TD. Tel: 071-921-2056. Fax: 071-921-1356.

### Autumn Diary

**September:** Tues 22, Reading; Fri 25, Watford.

**October:** Thur 1, Chatham; Thur 8, Glenrothes; Fri 9, Ayr; Mon 12, Perth; Tues 13, Cumbria; Wed 14, Livingston; Mon 19, Kirkwall; Wed 21, Fraserburgh.

**November:** Mon 2, Dartford; Tues 3, Solihull; Wed 4, Blackpool; Thur 5, Stoke-on-Trent; Fri 6, Northwich; Mon 9, Bromsgrove; Thur 12, Telford; Tues 17, Blyth, Northumbria; Wed 18, Darlington; Thur 19, Leeds; Mon 23, Doncaster; Wed 25, Mansfield.

**December:** Mon 7, Petersfield; Tues 8, Brixbourne.

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# Glasgow completes line-up in NATO Force

THE Type 42 destroyer HMS Glasgow returned to Rosyth last month after successfully completing her deployment as the first RN ship to serve in the newly-inaugurated Standing Naval Force Mediterranean.

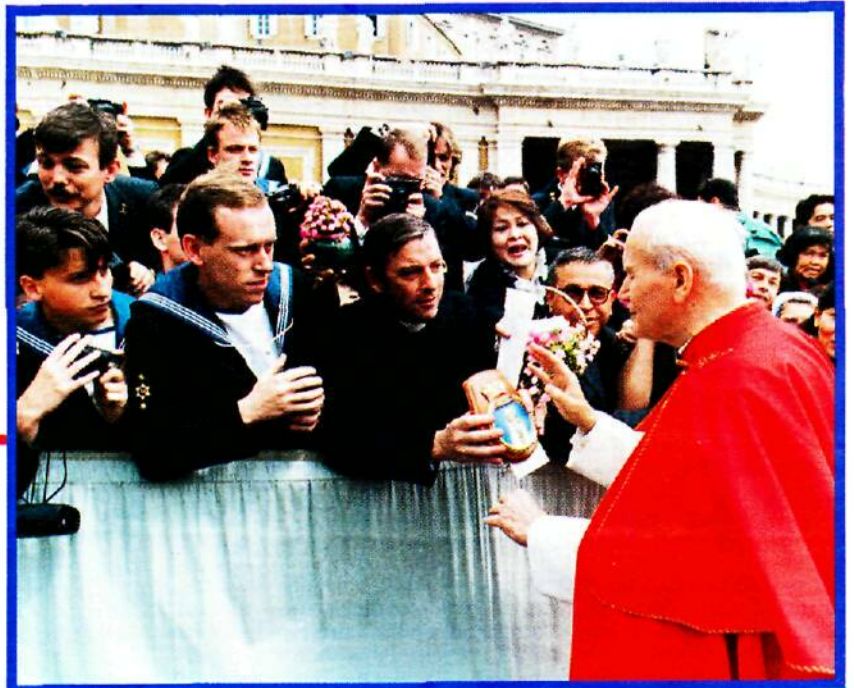
STANAVFORMED was formally activated in Naples in April as the successor to the NATO On Call Force Mediterranean which had been periodically activated for more than 20 years.

Operating under the NATO flag, the new standing force provides a continuous maritime presence and is

made up of surface ships from various Allied nations training and working together.

During her deployment HMS Glasgow took part in Exercise Dragon Hammer along with ships from Germany, Greece, Turkey, Spain, Italy, the Netherlands and the United States before enjoying a visit to the Sicilian port of Catania.

Below: WEM Chris Mallinder is pictured on the inauguration of STANAVFORMED in Naples with his NATO colleagues from HNLMS Pieter Florisz, TCG Turgutreis, USS Boone, ITS Aliseo, HS Sachtouris, SPS Baldares and FGS Bayern.



## Papal pull

FOSF chaplain Father David Lacy, from HMS Glasgow, found himself with a front row view during an audience with the Pope in St Peter's Square, Rome, during a visit prior to the Pope's recent illness.

Accompanying 35 sailors from four NATO ships Father Lacy, along with LSA Ian Thompson and AB(M) Kenny McGillivray, was able to present Pope John Paul II with the ship's badge which, itself, features a holy man, the first Bishop of Glasgow, St Mungo.

The expedition to Rome was made while HMS Glasgow was berthed in Naples for a two-week maintenance programme.

## AGENT ORANGE



AB(D) Lee Murphy kept his eyes peeled when thousands of over-ripe oranges were emptied into the Bay of Algiers, off Gibraltar, during a massive oil pollution simulation exercise designed to test emergency services' responses.

Lieut.-Cdr. Chris Hooker, Assistant Queen's Harbour Master, who has only recently arrived on the Rock for a two-year posting, organised the naval response and said the training was "very worthwhile", adding "Lessons learnt as a result of mistakes on exercise go a long way towards making sure we get it right for the real thing."

The exercise, initiated by Shell Gibraltar, was designed to cover the critical period at the beginning of any oil spill and after four hours the oranges were safely rounded up.

Sadly though, after so long in the water not even the Barbary Apes would touch them!



## HMS Calpe on guard for Governor



WHILE the Gibraltar Regiment was busily involved in preparations for the Queen's Birthday Parade, sailors from HMS Calpe, Gibraltar's Naval Volunteer Reserve Unit, stepped out and mounted guard at the Convent, the official residence of the Governor, Admiral Sir Derek Reffell.

PO Dalli had the honour of commanding this first ever Convent Guard mounted by HMS Calpe.

Navy participation was to the fore in two other recent events in Gibraltar, both to help raise funds for worthwhile causes.

Naval wives and CPOPT Bobby Fung were sponsored to the tune of £390 when they completed the Naval Base annual Rock Race, with the money going to the pre-school playgroup, the Help, Information and Volunteer Exchange and to the RN Hospital.

Members of the RN Provost Unit took part in the Gibraltar Emergency Services Torch Run, along with police, firemen, Service medics and RAF and Military police. Their three-hour run around the Rock raised over £2,000 towards Gibraltar's Special Olympic Games.

Left: PO Dalli, LS Curtis and ABs Wright and Bonavia, HMS Calpe's volunteer guards, on duty at the Governor's residence.



# Dock around the clock

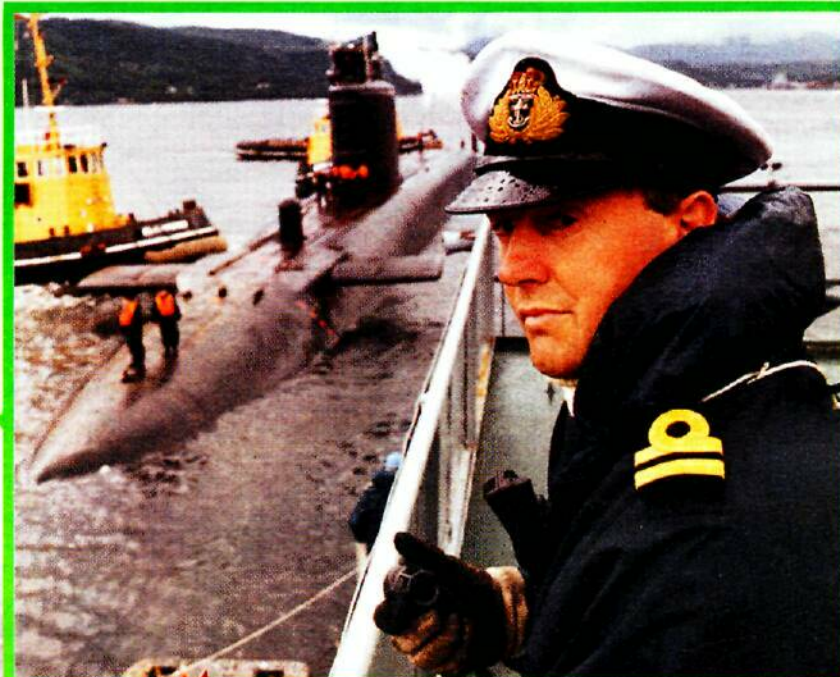
**QUESTION** — which Royal Navy vessel has a displacement of 38,000 tons, length 450 ft and a draught of 55 feet?

Some more clues? She has a complement of two officers, 18 senior ratings and 45 junior ratings. She was built at Portsmouth Dockyard, but has spent her 25 years of service based at the Clyde Submarine Base, Faslane.

**ANSWER** — Admiralty Floating Dock 60, a cornerstone in the operational front-line support of the Polaris fleet and providing, as well, dry-dock facilities for fleet and patrol submarines and, occasionally, surface ships too, up to Leander-class size.

Since 1967 when she docked her first customer — HMS Otter — AFD 60 has almost continuously provided a docking service at Faslane, with a total of 584 dockings to date. (One gap as she underwent a short refit in 1977).

Usage of the Dock has averaged at over 70% of the availability, with 90% usage common in recent years. During one particularly busy spell three separate submarines were successively docked within a 48-hour period.



**Pictures:**

Above — Lieut. Mike Maxwell-Cox, Deputy Dockmaster, orchestrates the docking of a Polaris nuclear submarine from the Dock's Valve House roof.

Left — AFD 60 at Clyde Submarine Base — her home for the past 25 years. HMS Neptune's accommodation blocks are in the background.

Below — Thar she blows! A whale-like Polaris submarine, gently blowing off steam, is nudged and coaxed into the limited confines of AFD 60.

Photos: Clyde Submarine Base Photo Unit



The docking of a large vessel into AFD60 is no mean feat, requiring close co-ordination of all departments on board.

The Mechanical Department, headed by CCMEA Bert Reynolds is responsible primarily for operating and maintaining the ballasting system — 36 ballast tanks, a network of 16in and 19in pipes in nine sections, each served by a pump of 1500 tons per hour capacity powered by a motor at the end of a 40ft shaft, together with what is described as "a cantankerous system of pneumatically operated isolating valves."

The tanks are flooded to lower the Dock so that the customer vessel can sail in — hence the impressive displacement and draught figures.

Guiding a large nuclear submarine into the extremely tight confines of the Dock involves the transferring of wires and ropes between capstans and bollards, skilfully handled to ensure that "whisker poles", fitted to the submarine rudder do not touch the inner walls during the move.

## Monty Python

Above, the Dockmaster, Lieut.-Cdr Mike Palmer, or his deputy Lieut. Mike Maxwell-Cox, oversees the operation, while at water level the Seaman Department, under CPO Chris Mochrie, do their stuff, all to the accompaniment of the theme from Monty Python bellowing from the broadcast.

This being Faslane, almost inevitably there is further accompaniment of howling winds and lashing rain.

But before any ship or submarine is taken in, the team of four shipwrights, led by CCMEA(H) Iain Pailing, practise the mystical art of configuring the dock blocks, ensuring that each customer can be comfortably settled before the tanks

are pumped out and AFD 60 rises up again to leave its inhabitant high and dry, ready to be worked on.

The shipwrights' other main responsibility is the structural state of the Dock and they are currently undertaking a rolling programme for grit blasting and re-preservation of over 700,000 square feet of internal plating that makes up the structure of the 36 ballast tanks.

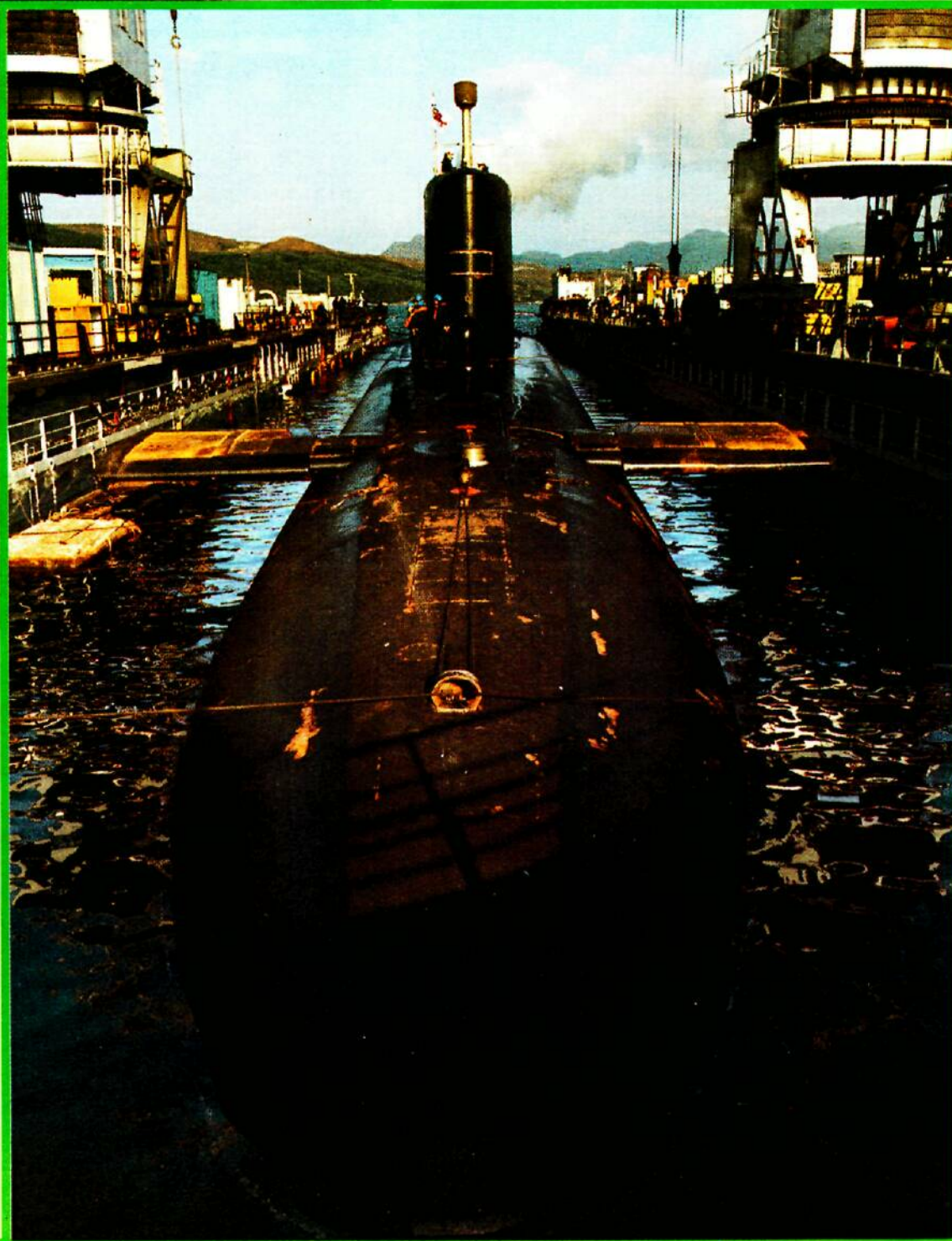
## Antique

The Electrical Department is responsible for the provision of power to the dock from switchboards fed by two 750 KVA shore supplies. CCMEA(EL) Gerry Howarth's team also look after the Dock's two portal cranes of 10 and 20 tons capacity, located respectively on the port and starboard walls and vital to the operational role of AFD 60. These machines should apparently be listed in any worthwhile history of industrial archaeology and account for one of the main qualifications for Gerry's job to be an interest in antique restoration!

## Uncertain

So, after 25 years of sterling service, what of the future for AFD 60? Well, docking for the new generation of Trident submarines will be dealt with by the new shiplift, currently under construction in the Northern Base Development Area, but until the Polaris Fleet is phased out of service, the Dock will carry on.

Her long-term future is still uncertain, but options under consideration could require her continuance in service well into the next century and planning is in hand for a Dock Life Extension Package, which would involve the updating of equipment and structural modification and repair.







## Helping Hands



## Miles of smiles

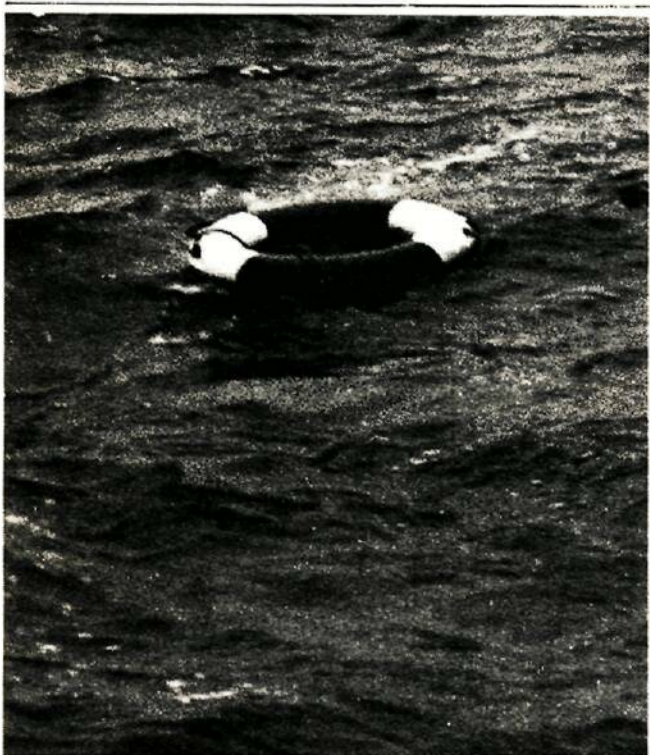
READY for the "off" are officers, ratings and civilian personnel from Royal Naval College Greenwich who raised over £250 during a one-mile sponsored walk, run, crawl and cycle in aid of the Macmillan Nurses Appeal.

Many ships and establishments joined in the venture helping the charity to complete a "Macmillan mile".

The ship's company of HMS Invincible did it in style as they crossed the Equator raising £1,000 while personnel at HMS Sultan raised over £560 thanks to encouragement from international athletes Roger Black and Tom Buckner.

At RN air station Culdrose teams from 750 NAS, 820 NAS and the Sea King Tactical Centre covered their mile by pulling three of the station's aircraft down the main runway. Each of the participants donated at least £1 to take part and the total raised was £281.82.

Over 100 volunteers from the Clyde Submarine base turned out for the Clyde Pride Action Day's beach clean-up and made the event even more worthwhile by being sponsored in aid of the Macmillan Appeal.



## Life Preserver

Disaster at sea is something we all learn to live with. But worse things can happen ashore – when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. In 1991 alone, nearly 100 maritime charities received £2m in help from KGFS.

But your own special Charity needs your help too! Please support us with your donation now and your legacy in the years to come. If your dependants should ever need our help, we'd like to be around to give it!



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## Invincible's woolly pullies

THEY may not have designer labels but the clothes delivered to St. Joseph's Orphanage by POMEM David Keating, of HMS Invincible, will keep many Kenyan children warm this winter.

PO Keating's daughters Michelle and Nichola, helped by their classmates, approached local shops in Liverpool asking them to donate faulty or ill-fitting garments which customers returned.

They were then parcelled up for PO Keating to deliver to the orphanage in Bona, in the Ng'ambwa-Taita Hills, when HMS Invincible visited Mombasa during her Orient '92 deployment.

## 'OWZAT!

A SPECTACULAR £30,000 was raised for charity when British Forces Gibraltar hosted the Lord's Taverners Celebrity Cricket Team for a weekend extravaganza.

The celebrities entertained at a Hangar Dance for 1,000 Servicemen and women, played cricket against the Governor's XI in Victoria Stadium and took on all-comers at the HMS Rooke Charity Fayre.

Among the stars were Nicholas Parsons and Leslie Crowther, who took part in a supermarket shopping spree, Richard Stilgoe and Peter Skeltern, who played a grand piano 300ft under the Rock, Bill Tidy, who drew a cartoon for a commemorative first day cover, and Chris Tarrant, who allowed his dinner suit to be auctioned.

The bulk of the money raised

will provide a custom-built minibus, equipped with a wheelchair lift and seating for 14. The remaining money, after expenses, will be donated to the Gibraltar Special Olympics squad to help them on their way to the Special Winter Games in Austria next spring.



## Dryad are the odds-on favourite



JOCKEYING for position at HMS Dryad are members of the Officer of the Watch Course 120 who raised £548 at a charity race night in the wardroom in aid of the Child Development Unit and Family Centre at RNH Haslar.

Many of the guests entered into the spirit of things by appearing in the appropriate racing rig but all were upstaged by the pantomime horse which arrived with staff of the Children's centre as a late entrant for the first race.

The centre provides a focal point for local families who have children with special needs because of development or learning difficulties or a mental or physical disability.

All of the money raised by the race night will reach the centre directly in the form of much needed equipment and learning aids for the benefit of all the children who attend.

● Left: Sub.-Lieut. Nick Washer presents the cheque to Mrs Bridget Watts, the centre co-ordinator, watched by Sub.-Lieut. Alex Bark, race night organiser, Lieut. Jim Lanther, and Sub.-Lieuts. Ted Atkinson, Andy Clarke, Richard Forman, Malcolm Glaisster and Ted Nugent.





## Resolution is in the saddle

SUBMARINERS from HMS Resolution's port crew joined forces with their twinned Army unit for a marathon cycle ride from Hanover, in Germany, to Helensburgh.

The cyclists, including ten Royal Scots Dragoon Guards, took only eleven days and four punctures to complete the 720-mile journey and arrived tired and sunburnt, but in great spirits, at the Jeanie Deans Unit at the Victoria Infirmary.

The Unit cares for elderly patients in a homely, rather than hospital, atmosphere and has been the focus for HMS Resolution's year-long fund-raising. The total money raised during the cycle ride, which included a generous donation from the West of Scotland Submarine Old Comrades Association, reached £2,945, sufficient to buy a Pegasus Air Bed which the Unit desperately needs.

□ □ □

When HMS Norfolk berthed in Devonport alongside her sister ships the Argyll, Marlborough and Lancaster, earlier this year, it afforded them the opportunity for a squadron sports afternoon with the four ships competing for the Varivane Trophy.

With the trophy comes a donation of £150 for the winning ship to give to a charity of her choice and as the Norfolk emerged as the victor in this first competition the £150 was donated to Help the Hospices.

□ □ □

During a visit to her namesake city the ship's company of HMS Sheffield presented a cheque for £1,175 to the Parents Association of Children with Leukaemia and Tumours (PACT) at the Sheffield Children's Hospital.

□ □ □

HMS Osprey helped the Anthony Nolan Trust when the sickbay organised a bone marrow tissue-typing session. Over 200 people turned up for the session during which blood samples were taken from the willing volunteers.

□ □ □

Cumberland House, a nursing home for the terminally ill, has received a cheque for £900 from the PO's Mess in HMS Avenger. The money was raised by a variety of events including a camel racing night and a

flightdeck garden fete during HMS Avenger's WIGS deployment.

□ □ □

Service Dental Clinics around the Rock raised awareness into dental care during National Smile Week and raised money for research into sudden infant death at the same time.

□ □ □

A team of 12 aircraft han-

dlers from the flight deck party in HMS Invincible, led by the flight deck officer Lieut. Alan Roberts, visited St. Cuthbert's Hospice in Durham to carry out maintenance, repair work and gardening before her Orient 92 deployment. The ship is affiliated to Durham and the hospice is her adopted charity.

□ □ □

Cyclists from RN air station Culdrose Cycling Club rode 930

miles from John O'Groats to Lands End in an effort to raise money for the Imperial Cancer Research Fund and the Cornwall First Air Ambulance.

The team, from the air engineering department, set the first RN record of 52 hrs. and 15 mins. and expect to raise over £1,200.

□ □ □

Class LR374 of the Mechanic Training School at HMS Collingwood have raised £256 for Leukaemia Research by holding a fancy dress disco at the establishment's rugby club.

## SIGNAL SUCCESS

LOOKING for some divine inspiration from the Rev. John Hughes and a helping hand from Capt. Stuart Tickner are RN and RAF signallers who took part in a world-wide bus-push in aid of the Save the Children Fund.

They pushed and pulled a mini-bus around the sports pitch at North Front, Gibraltar, completing the 10-mile course in 1hr. 55min. and raising £286 in the process.

At exactly the same time UK Armed Forces Signallers were taking part in the bus-push in Cyprus, Hong Kong, Belize, the Falklands and Germany.

Picture: Sgt. Geoff Whyham, RAF.

## FRIGATE'S FINAL FLING

SAILORS from HMS Hermione found time to help their favourite charity, the Barrow Green Barnardo's Home, during the frigate's farewell visit to the North West (see also page 28).

For 20 years she has enjoyed a strong affiliation with Kendal, berthing on alternate visits in Liverpool and Barrow, and her ship's company have collected thousand of pounds for the home which provides adventure-style holidays for disadvantaged youngsters.

The ship's latest donation of £1,000 will be used to buy a variety of equipment and safety helmets for potholing, canoeing, abseiling and climbing.

A volunteer party of sailors, led by CPOWEM(O) Gerry Cooke, travelled from the ship in Liverpool and spent the weekend at Barrow Green helping to build a climbing wall and zip slide.

## Medics bully off at Collingwood



PICTURED taking a breather during an eight-hour deck-hockey marathon are medics from HMS Collingwood who raised money for the Anthony Bone Marrow Trust.

The idea for raising money for the Trust came after a young PO from the establishment died from leukaemia early this year. Also CPOMA Michael Parkinson, front,

centre, was selected to donate bone marrow after blood tests found him to be compatible with a patient in France.

During the event the

medics took on teams throughout Collingwood and many of the participants were also encouraged to give blood with a view to donating their bone marrow.

## CARING CULDROSE



THE Elderly Care Unit at the Royal Cornwall Hospital, Trerule, has received a cheque for £318 from the RN air station Culdrose branch of the RN Motorcycle Club.

The motorcyclists raised the money by holding a

lottery at the station and later presented the cheque and flowers to staff on the unit.

This is the second charity fund-raising event held by the branch since its foundation last summer, the first being the collection of over £1,000 for the BBC Children in Need Appeal in November.

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## People in the News



### *A flight in the face of tradition*

CAPTAIN Iain MacKenzie, commanding officer of RN air station Yeovilton, has become the first Royal Navy pilot to fly in the new Tucano turbo prop trainer.

The opportunity came when he visited RAF Linton-on-Ouse, where naval pilots carry out their elementary flying training. The Tucano is being phased in to the RAF training programme as a replacement for the Jet Provost.

In the future those RN Pilots selected for the Sea Harrier

programme will train in the Bulldog at the elementary stage, and move on to the Tucano for basic flying training. Finally, candidates advance to the Hawk at RAF Chivenor and Valley.

Capt. MacKenzie is pictured (left) with his instructor for the flight, Flt-Lieut. Rod Bell.

### **FORTY YEARS ON**

ASSESSED as of exceptional efficiency since 1976, WOWEM(O) Joseph James was awarded his Long Service and Good Conduct Medal in 1967, added a bar in 1982, was awarded the Meritorious Service Medal in 1980 and became a Member of the British Empire in the 1983 New Year's Honours list.

Now WO James has left the Royal Navy after 40 years' service, which he began as an electrical mechanic 2nd class. From 1979 to his retirement he was a member of the Fleet Weapon Engineering Staff, where his colleagues described him as "an exceptional warrant officer in all respects."

### *Taking the strain*

POMEM(M) James McGeever has been rewarded for his professionalism and hard work under the strain of war with the presentation of a Herbert Lott award.

The citation from Commodore Charles Freeman, Commodore Minor War Vessels and Minewarfare, praised James' leadership, flexibility, calmness and conscientiousness while he was serving on board the minehunter HMS Dulferton throughout the Gulf War. The pressures on James included a continuous period at sea of 33 days, often in live minefields.



### **STOKER'S CAREER FLOWERS**

GARDENER Robbie Roberts, who works at Drake House, has received a Special Bonus Award for his dedication to the upkeep of HMS Drake's grounds — and boilers! — over three decades.

Robbie joined the Royal Navy as a stoker in 1947 and in his seven years before the mast he served at HMS Fisgard and saw sea time in HM ships Vanguard and Opossum. He left the Service in November 1954. In 1962 he took up employment as a boilerman at HMS Drake transferring to leading gardener in 1971.

When the job went over to contractors in 1989 Robbie moved on to Drake House as gardener/groundsman.

### **IN TUNE WITH TECHNOLOGY**

A GIZMO designed to play hymns for church services on board ships and submarines not blessed with an organist, may soon be making itself heard at school assemblies and in funeral parlours nationwide.

The plug-in device, which plays electronic keyboards automatically, was invented by Sub-Lieut. Jeff Crofts, of the Royal Naval Engineering College Manadon.

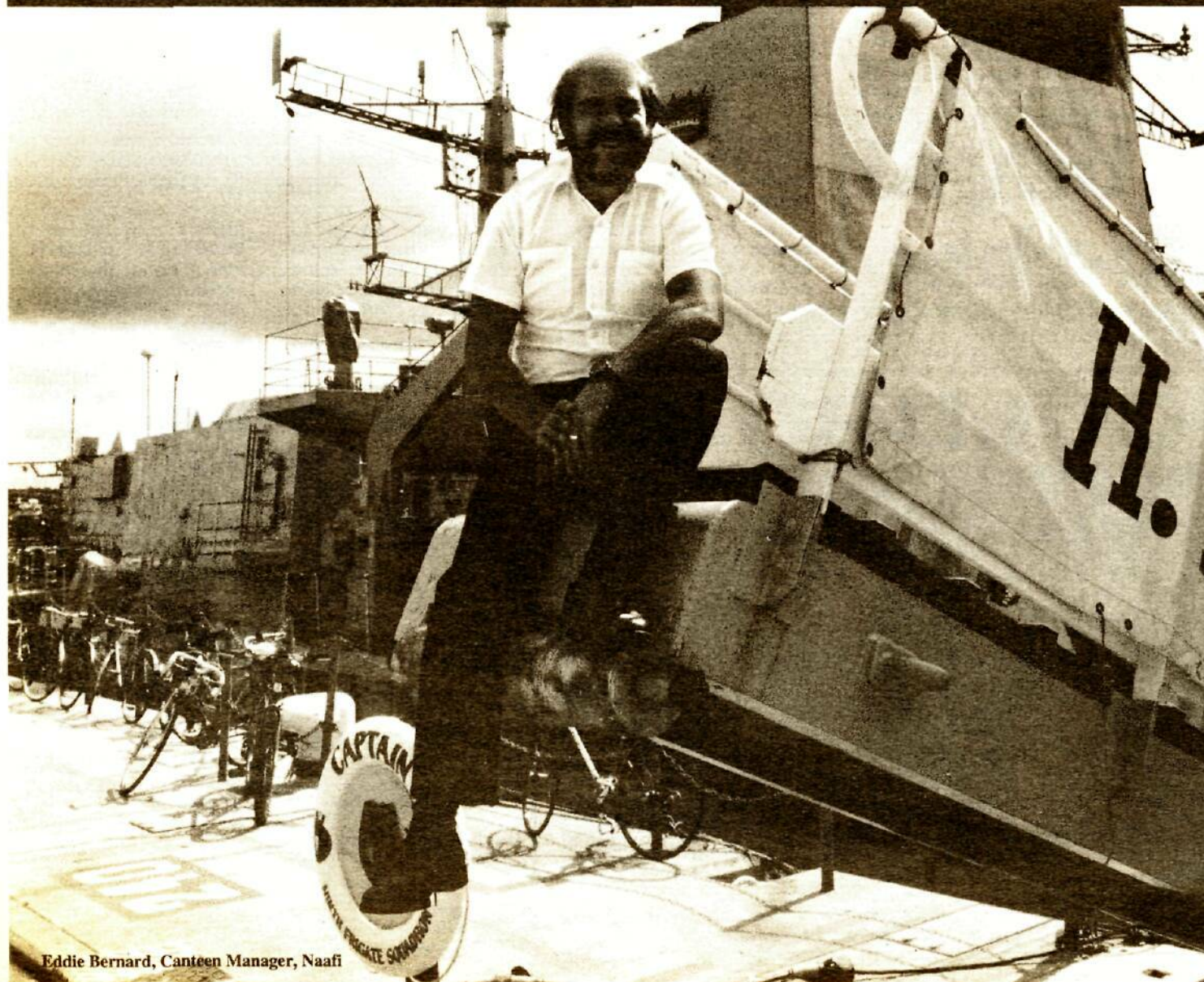
The MIDI (Musical Instrument Digital Interface) Accompanist has a microchip at its heart which can carry up to 100 hymns. The device certainly won the approval of judges at the National Young Electronic Designer Awards, who gave it the top

prize for innovation.

A spokesman for Manadon said the Royal Navy's new financial management strategy meant establishments like the RNEC could raise funds for themselves by putting their inventions and skills on the open market.

"We are thinking of finding a firm to market Jeff's device," Lieut. Nigel Burt continued.

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## People in the News



# Clearing the way for men's lib!

NOW IT'S official that men and women are equal, the chaps can have a go at running female accommodation!

Since the amalgamation of the Quarters Administrator and Stewards branches, Stewards at leading rate and above can be drafted to billets previously held only by QAs.

Seen here is LStd Steve Benham, who recently joined the accommodation department HMS Nelson and

is soon to be in charge of WRNS quarters.

LWrenQA Laura Tindall may be getting thrown out of this block... but she's only to travel as far as another job within Nelson, which has one of the busiest accommodation departments in the Royal Navy.

Picture: LA(Phot) Wolfie Wilkinson

## New man at White Ensign helm

CAPT. David Wixon has taken over as Manager of the White Ensign Association from Capt. Peter Beeson.

Qualified as a submarine engineer and in nuclear engineering, Capt. Wixon joined the first all-British nuclear subma-



Capt. Wixon

rine, HMS Valiant. Later appointments included senior lecturer in nuclear science and technology at the Royal Naval College, Greenwich, work for Captain Submarine Sea Training, the Procurement Executive and as the Executive Commander of RNEC Manadon.

In the rank of Captain he co-ordinated the Polaris and Trident programmes, served as the Job Evaluation Judge (Navy) and was Captain HMS Drake.

Capt. Beeson spent two-and-a-half years in charge of officer recruiting and 13 years driving the White Ensign Association, helping officers out into Civvy Street.



Capt. Beeson

Having commanded a motor torpedo boat and HM ships Dundas, Diana and Hampshire, he served as a Commander in the Royal Yacht Britannia. Duty ashore included Officer Training, Director of the Royal Naval War College and Commodore HMS Nelson.

Having first gone to sea in 1944 in HMS Rodney, Capt. Beeson has now retired from full time employment after 48 years service in the Royal Navy. In his time at the White Ensign Association numerous officers and ratings, past and present, have benefited from his guidance and advice on financial matters and resettlement. He continues to hold a dormant appointment.

## Friends in need

CHAPLAIN of HMS Osprey and Portland Naval Base, the Rev. Dr. Simon Stephens, flew to North Carolina to open the 15th National Annual Conference of The Compassionate Friends in his capacity as founder.

Simon began the charity for the support of bereaved parents in Coventry in 1969. Since then its non-denominational work has spread to 20 countries across the world.

In 1988 in recognition of his worldwide ministry to bereaved parents Simon was awarded the Templeton Peace Prize.

● The West Dorset/Weymouth branch of The Compassionate Friends meets on the first Friday of each month at the Acorns Day Centre, 5 Grosvenor Road, Weymouth, at 7.30 p.m.

## Rob wins

LIEUT. Rob Elliott has won the Eldridge Pope Salver, a trophy awarded annually to the best pilot/observer undergoing Lynx training with 702 Naval Air Squadron, based at RN air station Portland.



The salver and an engraved tankard were handed over by Commodore Chris Craig during the presentation of Observer Wings to 54 and 55 Courses.

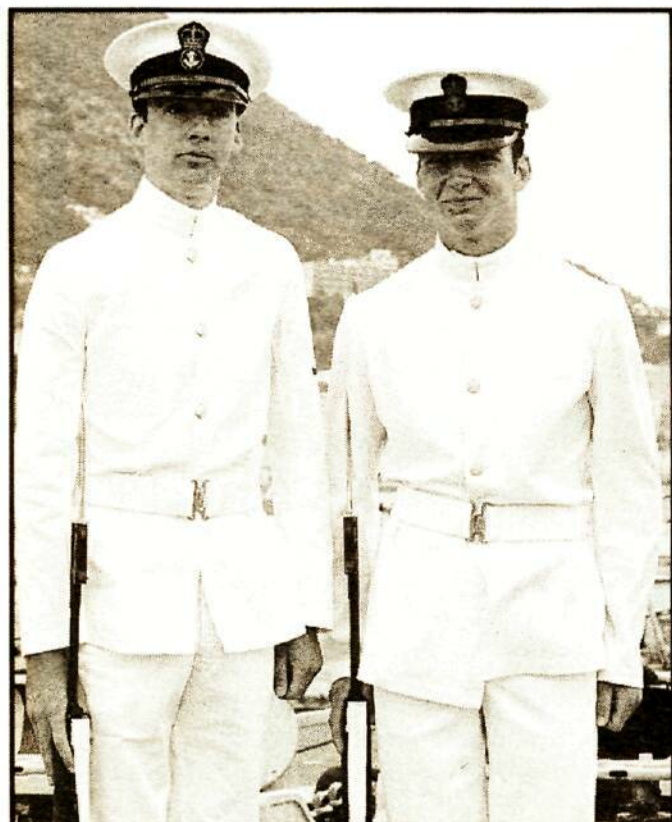
## Big day out

THE VEN. Michael Henley, Director General of Naval Chaplaincy Services and Chaplain of the Fleet, paid a visit to HMS Defiance and the Second Submarine Squadron.

In a full programme, Archdeacon Henley led prayers at Ceremonial Divisions, licensed Lieut.-Cdr. Paul Nixon (MEO of HMS Courageous) as a Reader in the Royal Navy, and toured HMS Trafalgar and shore offices to meet personnel.

After 28 years' service with the Royal Navy, the Chaplain of the Fleet achieved a personal first when he presented Long Service and Good Conduct Medals to POMEM(M) Rayner and CPOWEA Fenner, and a Bar to the medal to CWEM(O) Rice, all of the Submarine Disposal Group.

## Juno the Robos?



COP this — Robo-tiffs in Gib. Pictured on the flight deck of HMS Juno, with the Rock of Gibraltar as a backdrop, are the Rowbotham brothers.

POMEA Andy Rowbotham (left) and MEA APP Mark Rowbotham were members of the Juno's Guard for ceremonial divisions, at which CAPIC Gibraltar, Capt. Stuart Tickner, carried out the inspection.

Embarked in the Juno for her current deployment are engineer officers from RNEC Man-

adon completing watchkeeping certificates and 41 apprentices from HMS Sultan undergoing sea training.

Since leaving Portsmouth in May, the frigate has called in at Lisbon, Funchal in Madeira, Gibraltar and Ajaccio in Corsica.

Picture: SACW Hague, Gibraltar



## Seeing the sights

SPECIAL delivery — LWEM(O)(SM) Ritchie Real used HMS Dolphin's mail trike to give German sailors Volker John-Pauls and Mark Heldemann a tour of the Gosport submarine base.

Volker and Mark were among the visitors to Gosport from the German Navy's Submarine Training Squadron. Led by Cdr. E. A. Petsch, the Squadron comprised GS Meersburg, submarines U21 and U24 and the salvage tug Helgoland. The visit was hosted by HMS Dolphin and a full social programme was laid on.

Picture: PO(Phot) Jon Garthwaite



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# Lifesavers on the fairway

ALL of POMA Peter Snell's professional training came to the fore when, enjoying an off-duty round of golf at Lee-on-Solent, he witnessed another golfer struck by a massive bolt of lightning.

Terry Street was thrown into the air and landed on his back, his clothing smoking, after lightning struck his metal-framed glasses.

Rushing to help, Peter checked Terry's airway and began mouth-to-mouth resuscitation. There was no heartbeat, so he started pumping his chest.

He was quickly joined by his golfing partner, Tony Wood, himself a retired Navy medic, who took over the massage.

"Tony found a pulse and I managed to get Mr Street breathing again," said Peter.

Terry Street suffered superficial burns to his face, chest and feet and was admitted to RN

Hospital Haslar, where, well on the road to recovery, he thanked Peter and Tony for saving his life.

Peter is based at HMS Dryad, where he is a first-aid instructor. "Not enough people know first aid" he said, "But it's one of the easiest things to learn."

## ROYAL CHALLENGE

THREE projects have been submitted by the Royal Navy to the Royal Anniversary Challenge, part of the nationwide programme of celebrations organised by the Royal Anniversary Trust to mark the Queen's 40th anniversary.

The Challenge will reward achievements of lasting benefit to young people, senior citizens or those with special needs, and the Queen will personally present the awards to the national winners.

From down in the West Country, HMS Defiance has entered its scheme to provide a garden and play facilities for Alexandra House Children's Home and HMS Drake has submitted "Jago's Jalopies and Junkies" — a project to give underprivileged young people in the Devonport area the opportunity to gain experience in vehicle maintenance and in catering.

From Scotland, the RN Provost and Regulating Staff Mess at Rosyth have entered their project to help mentally handicapped children at the Aberlour Child Care Trust.

There is still time for other

RN entries, the closing date being in the autumn. Application forms are available by calling the Royal Anniversary Challenge on 0486 55268.

## Picture post

ENTRIES for the 1992 RN Birdwatching Society's Sea Swallow Photographic Competition close on 30th September. Photographs of any sea bird or land bird should be sent to Lieut.-Cdr. B. Wits at HMS Nelson (Whale Island), Portsmouth. They should be approximately 7"x5" in size, with negatives forwarded with prints. All entries will be returned on completion of the competition.

## Northern welcome for Sirius

HARTLEPOOL lived up to its popular reputation for a friendly welcome and grand hospitality when the frigate HMS Sirius paid an informal visit there, her first to the North East for many years.

A tour of the local nuclear power station proved interesting — as did the tour of the local Cameron's Lion Brewery!

The visit coincided with the Mayor's Parade, and representatives from Sirius marched through the streets of the town, leading platoons from local service associations, with the Mayor of Hartlepool, Cllr Victor Burton, taking the salute.

## HMS Dolphin's Brickwood champs



Dolphin field-gunners on the run.

FIELD Gun Runners from the submarine base HMS Dolphin stormed their way to victory in the Brickwoods Competition, out-running and out-gunning teams from 12 other shorebases countrywide.

Their first victory in nine years of competing, the submariners won the Brickwoods Trophy with the fastest run of 1min 21.37sec and the Easams Plate for the best aggregate time throughout. A fine effort from one of the small-

est establishments entered.

Following close behind were the air station teams, runners-up HMS Seahawk, just 0.38sec slower, and in third place HMS Heron with a time of 1min 14.57sec.

This year's event and the open day at Colingwood attracted a large number of visitors, and among the excited spectators were a young group of invited guests from a special school in Staffordshire.

## A CENTURY OF SEAPOWER

TWENTIETH Century Seapower is the theme of a newly-opened gallery at the National Maritime Museum, Greenwich, featuring 40 ship models, over 100 important oil paintings and watercolours and a major collection of film, photographs and medals, all to illustrate seapower on a global scale and to convey an understanding of Britain's role at both peace and war throughout this century.

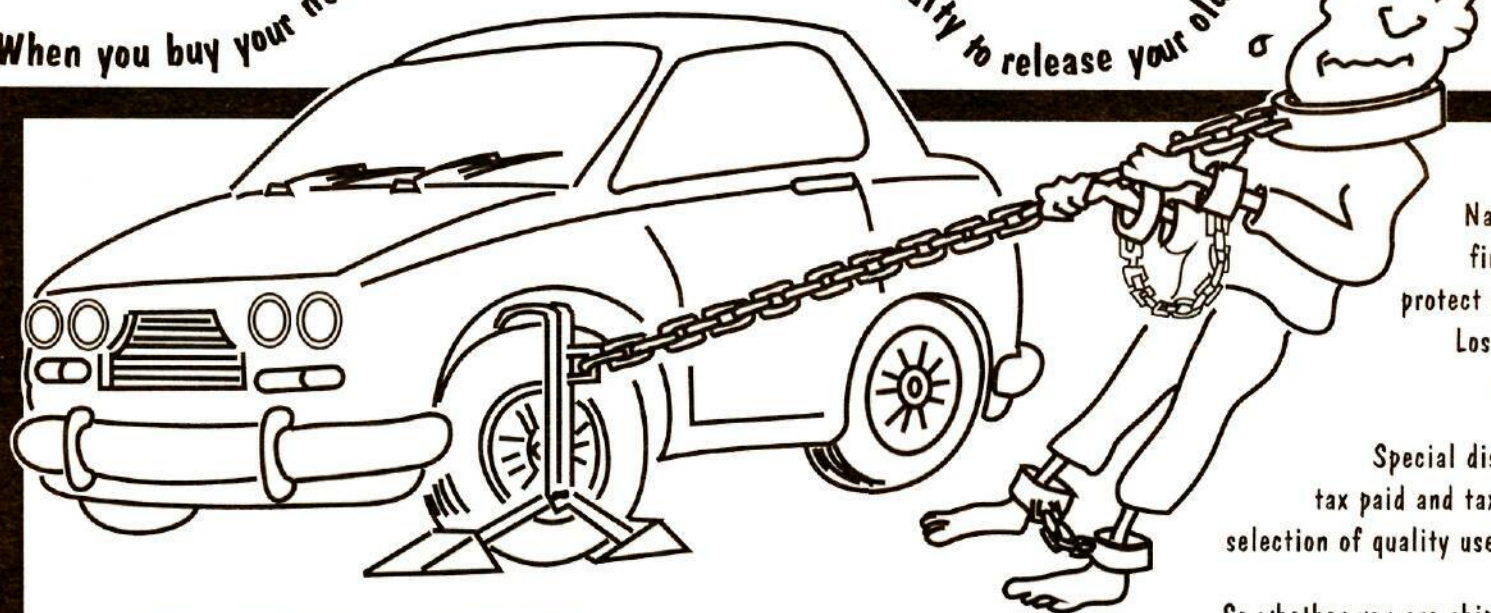
Highlights of the new display include a section devoted to the 1940s submarine, recreating the cramped and airless conditions of life under the sea, a five metre long model of Second World War battleship King George V, one of the finest in the world, Gulf War paintings by David Cobb, and, perhaps the most breathtaking,

the reconstructed steel bows of a warship, whose hull slices the length of the 50 metre gallery.

● The Museum at Greenwich was the launch site for the National Historic Ships Committee, recently set up to work towards a national policy on historic ships and to establish the means to give it effect.

It will consider proposals from those seeking to preserve historic ships and advise them, government department and other bodies, regarding ships' national importance, condition, maintenance, operation and viability and also provide general advice on the financial and business aspects of running an historic ship.

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# Wrens make their last connections

IN THE late 1940s, the strength of the WRNS Telephonist Branch was about 1,400. Today, with a requirement of only 61 and the prospect of further reductions as digitalisation progresses, the branch cannot be sustained and the Admiralty Board has reluctantly agreed that it should be phased out.

The task will progressively be undertaken by civilian operators as WRNS Telephonists leave the branch. Recruiting for the branch has stopped, and the training school at RN air station Culdrose will close at the end of the year.

Providing there is a requirement, WRNS Telephonists may remain in the branch and be employed to meet the requirements of their specialisation under their current conditions of service. They may apply to transfer to another category under the normal rules, but transfer will depend on qualifications held, recommendation and vacancies.

WRNS ratings who joined the Service before September 1 1990 and were not volunteers for sea in their source branch will not be required to volunteer for sea service when requesting either transfer to another branch or sideways entry to a WRNS branch which existed before September 1 1990.

WRNS Telephonists of all grades may apply to fill general billets allocated to other branches where underbearings exist. However, at present, and in the short term, such cross-employment flexibility is likely to be limited because of the present global over-bearing.

Although it is anticipated that the majority of WRNS Telephonists will leave the branch through natural wastage, provision will be made in follow-on phases of the redundancy programme. While every effort will be made to select only those who apply for redundancy, regrettably the possibility of some compulsory redundancies cannot be ruled out, says the announcement.

DCI(RN) 174/92

## Nothing personal

AS A result of the recommendations of the PROSPECT report on the amalgamation of the Second Sea Lord's Department with Commander-in-Chief Naval Home Command, the post of Director General Naval Personal Services has now lapsed.

New arrangements for the re-

sponsibilities concerned are outlined in an announcement which says this interim structure will remain in place until relocation and amalgamation of the Second Sea Lord's department with that of CINCPACVHOM in Portsmouth in April 1994.

However, from January 1 1993 new arrangements will come into force concerning responsibilities for pay and allowances and conditions of service matters.

DCI(Gen) 132/92

## Good food guide

Food Labels must specify details of ingredients and 'use by' dates. Food Safety Act 1990



"Up to 4 per cent weevils ...?"

THE Food Safety Act 1990 removed crown immunity from food legislation and it is now necessary for MOD to comply with the Food Labelling Regulations 1984, as amended in 1990.

As a result, MOD now has to address two specific criteria: To provide full details of the ingredients of the products it procures on behalf of the Services; and to require food supplied to be marked with either "use by" dates or "best before" dates as appropriate.

Details of how the system is implemented by MOD, including information on markings and operational ration packs, are provided.

DCI(Gen) 164/92

## Well under control

TO capitalise on proven aircraft control skills in the Aircraft Control branch, it has been decided to amend the qualifying criteria for retention

in the branch following successful completion of the POAC professional qualifying course at RAF Shawbury.

The present requirement for advancement to Petty Officer is achieving validation in three key ATC disciplines — aerodrome control and two radar endorsements (PAR and IF) — during the 14 weeks of Part 3 training. Now, advancement to substantive POAC will, subject to recommendation, be achieved after one year in the acting rate whether or not any of the three key validations are achieved.

Full information on validations, on returning to source branch and on reversions are contained in the announcement, which says that the basis for advancement to POAC and beyond remains successful completion of the Joint Air Traffic Control Course and the validation period which follows.

DCI(RN) 153/92

## Sporting wounded

THERE is a reminder of the provisions of the sports injury insurance scheme which covers members of the Navy's Voluntary Sports Subscription Scheme who suffer serious injury while taking part in organised sport.

Details are given of terms of cover of the insurance scheme which was introduced in September 1990 and is regarded as a valuable additional advantage of VSSS membership.

DCI(RN) 175/92

## Prize passage

THE 1991 Shadwell Testimonial Prize was awarded to Lieut.-Cdr. the Hon. Michael Cochrane, of HMS Coventry, for a plan in the Chagos Archipelago, an extensive set of passage soundings in the Indian Ocean, and a series of useful hydrographic notes.

The prize — money and a certificate — may be awarded to officers, up to the rank of Lieutenant-Commander, and Warrant Officers who are not qualified or appointed as hydro-



"Cheeky s---s! They say we're now obsolete!"

## Get Wise on DCIs

drographic surveyors but who have submitted the most credible plans of anchorages, harbours, small boat landings or seabed features.

DCI(RN) 167/92

## Book early advice

THE series of familiarisation visits to the Services Booking Centre continues on a permanent basis. Details of visits for July to December 1992 are given.

As the visits have proved over-subscribed, prompt submission of attendance applications is advised. These visits are for SBC users, military and civilian, who are involved in or responsible for submission of applications for travel.

DCI(Gen) 140/92

## Setting up a safari

ADVENTUROUS training in Kenya is a popular activity. An announcement provides information to assist units in the planning and organising work.

DCI(JS) 60/92

## Le Morte d'Arthur

FINAL courses at HMS Royal Arthur, the RN leadership school at Corsham, complete in December, and leadership training will move to Portsmouth.

From January 1993 it will continue under the auspices of the combined RN School of Leadership and Management at

Whale Island, with the first courses starting there in late January.

The Corsham site will finally close in March.

DCI(RN) 171/92

## Bedside medal

THE Sick Berth Petty Officers' Efficiency Medal for 1991 has been awarded to POMA D. J. Cloke.

DCI(RN) 165/92

## Past master

WINNER of the 1991 Naval History Prize, £200 and certificate of merit was Lieut.-Cdr. N. O. Stanley.

DCI(RN) announcement dated May 15

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## RE-ENGINEERING IN THE AIR

IMPLEMENTATION of the Air Engineering Sub-Branch restructure, including changes to training and advancement, is detailed in a full announcement.

Introduction of the new AE structure results in many complex changes across the whole sub-branch, including changes to career training, maintenance responsibilities, professional examinations, advancement regulations, trade category titles and associated changes in badges and surcoats.

Transitional arrangements have been established to ensure a smooth but relatively rapid change to the new order avoiding, wherever possible, disadvantaging individuals.

The implementation programme is designed so that units will be cross-trained to accept the first new all-trade AEM from October this year. Conversion of each unit and squadron

will be carried out during a "cascading" programme which will start in September 1992 and be complete by March 1994.

Required by the branch restructure will be an alteration of arrangements involving surcoats. Following change-over date, the all-trade AEM will wear a grey surcoat. The current colours of brown (mechanical), green (electrical) and green with a blue stripe (radio) will be worn by supervisory ratings (leading rates and above). Senior supervisory ratings and above will wear white. Red and black surcoats for weapon supply parties will remain unchanged.

DCI(RN) 182/92





"And where are they going to find smaller, better-equipped bodies than us . . . ?"

## NEWSVIEW

### A way to rise above it all...

SELDOM a week passes without speculation in one area or another about the future role of its local defence establishment, and in the case of the Navy the names of Portland, Plymouth, Rosyth and Poole have featured recently.

Much — but not all — of this concerns the support side, involving aspects like refitting, training, administration, procurement and research. As far as operations are concerned the broad picture has been spelt out in announcements over the last year, but that leaves a huge amount of activity under scrutiny.

In turn, this inevitably produces uncertainties, and the hopes and fears of local communities are regularly made known to ministers and through the media.

#### Fair as possible

Meanwhile, Royal Navy numbers continue to be trimmed by various means, including a new redundancy phase, whose details have now been published. Jobs involved come from a wide range of categories, so lessening the impact on any one, and the aim remains to reach the necessary target by voluntary means if at all possible.

So, with categories and redundancy terms set out, there is time for careful consideration by those concerned. No-one takes any pleasure in having to administer such a scheme, where again uncertainty becomes inevitable but, as has been stated, the aim is to deal with the matter in a way which, as far as possible, is fair to those who leave and those who remain.

#### Marine meditation

One establishment which has already closed is the Royal Marines Barracks at Eastney, and Royals and former members of the Corps may have read with more than passing interest of the wish of the worldwide transcendental meditation movement led by Maharishi Mahesh to buy the site for use by 7,000 yogic fliers and meditators. The old barracks are reported to be on their shortlist to become a University of Natural Law.

Some people may experience difficulty in envisaging a load of levitators practising their art in a former RM barracks. Yet finding new roles for such places is never easy and perhaps an aura of calmness near the briny at Southsea would, after the hustle and bustle of a mighty military establishment, provide a contrasting and fitting finale.

## LOW RISK INSURANCE ESSENTIAL, BUT —

# Navy looks to wider role

DETAILS of the order for Britain's fourth Trident submarine were announced in July at time of publication of the 1992 Defence White Paper which, in the light of changing circumstances, redefines defence policy in three overlapping roles.

These are:

- To ensure the protection and security of the United Kingdom and our dependent territories, even when there is no major external threat.
- To ensure against any such threat, both to the United Kingdom and allies
- To contribute to promoting the UK's wider security interests through the maintenance of international peace and stability.

The White Paper — officially the Statement on the Defence Estimates — shows a defence budget running at over £24 billion. Defence expenditure rose in real terms over the last year but a reduction of some 5.5 per cent in real terms is anticipated between 1990-91 and 1994-95 (excluding costs of the Gulf conflict and redundancy provision) as the new smaller force structure is introduced.

The White Paper says: "We shall in future have smaller forces, but they will be more mobile, flexible and better equipped. As an all-volunteer force they will be highly trained and adaptable with the versatility to provide a relevant military response to a wide range of contingencies in Europe and further afield."

On new force structures for NATO, the White Paper says considerable progress on reorganisation has already been made. The Alliance's maritime reaction forces will be based on two multinational Standing Naval Forces, for the Atlantic and the Mediterranean, to provide an immediate reaction forces (IRF) capability. These will be supplemented, as necessary, by further maritime assets to provide a rapid reaction forces (RRF) capability able to respond to a range of contingencies.

Following the recent inauguration of the Standing Naval Force Mediterranean, the basis for this structure is already in being, with implementation of the remaining elements expected by 1994. The

Paper mentions that last year's statement noted that, after two years of increased outflow, retention of trained personnel had shown signs of improvement in 1990.

## Defence White Paper

Royal Navy will play a full part in the new structure.

On the Navy's ship strength and the future, the White Paper says it is intended to replace the Type 42 destroyers from around the end of the century with a new class of frigate to provide local air defence cover for groups of ships.

Britain and France have begun 18 months of exploratory work on the possibility of a joint project on the platform and elements of the combat system. The main weapon system for this ship is part of a family of anti-air missile systems being developed collaboratively.

The White Paper devotes a section to women in the Services, saying that in recent years there have been major improvements in the quality and quantity of opportunities for them. "Differences in the terms of service of men and women are being eliminated wherever practicable and we will continue to seek further improvements in women's career opportunities," it is added.

Virtually all specialisations in the Navy, including aircrew, are now open to members of the WRNS and, as increasing numbers of women are deployed to sea, the conversion of vessels for mixed crews continues. It is planned that all suitable surface ships will be converted by 1995, and the feasibility of women serving in submarines is being studied.

The Royal Marines Band Service are beginning to recruit women this year, and the feasibility of women serving with the Royal Marine Commando forces is being studied.

On Service personnel, the White

This trend continued in 1991. In the 12 months ended April 1, a total of 32,805 personnel left the Services, a reduction of 16 per cent over the same period last year. The proportion of personnel leaving by premature voluntary release fell from 3.4 per cent to 2.9 per cent for officers and is now at its lowest since 1986-87.

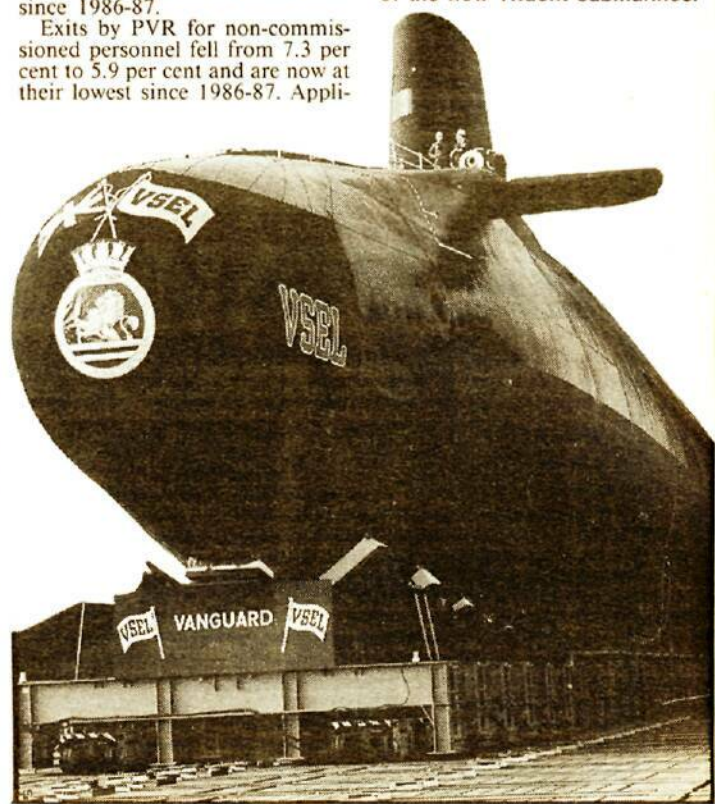
Exits by PVR for non-commissioned personnel fell from 7.3 per cent to 5.9 per cent and are now at their lowest since 1986-87. Appli-

cations from officers to leave by PVR had fallen from 3.5 per cent to 2 per cent, and from non-commissioned personnel from 8.2 per cent to 5.8 per cent.

Announcing the order for the fourth Trident submarine, to be built by VSEL at Barrow, Defence Secretary Mr Malcolm Rifkind underlined the Government's commitment to the UK Trident programme and to the effective maintenance of Britain's strategic nuclear deterrent.

"Trident remains firmly on course for introduction into service with the Royal Navy in the mid-1990s."

● Below — HMS Vanguard, first of the new Trident submarines.





# YOMPERS AND COCKLESHELL HEROES

Pictures: PO(Phot) Al Campbell

TWO of the most enduring images of the Royal Marines were commemorated at Portsmouth last month.

Lady Thatcher unveiled Philip Jackson's twice-life size sculpture of "The Yomper" at the entrance to the Royal Marines Museum, in tribute to 45 Cdo's epic fully-laden sprint from Two Sisters to Sapper Hill during the Falklands War.

And further along Southsea seafront, at the entrance to Lumps Fort rose garden the last of the Cockleshell Heroes displayed a plaque recording one of the most famous raids of World War II.

In December 1942 Bill Sparks was one of a dozen Royal Marines Commandos who volunteered for a canoe-borne mission against enemy ships moored in the Gironde.

Two of the 12 had to pull out when their canoe was damaged on board the submarine that took them to France, HMS Tuna (see page 6). Only two of the others came back alive.

In celebration of the daring raid, Bill had earlier attended a church service arranged by the St Georges-de-Didonne Tourist Board, together with a 51-mile canoe race retracing part of the route and a march through the city of Bordeaux led by Bill and the band of the Royal Marines Commandos.

This brought together several members of the French Resistance — while at Southsea Bill was reunited with ex-Leading Stoker Ron Jones, whom he last saw in the Tuna 50 years ago.



● Above — Lady Thatcher with Peter Robertson, the ex-Royal Marines Corporal whose photograph by CPO Pete Holdgate became one of the most memorable images of the Falklands War and inspired the 18ft gun metal bronze statue.

● Left — Cockleshell Hero Bill Sparks, DSM with Royal Marines Commandos at the start of a commemorative canoe race down the Gironde.

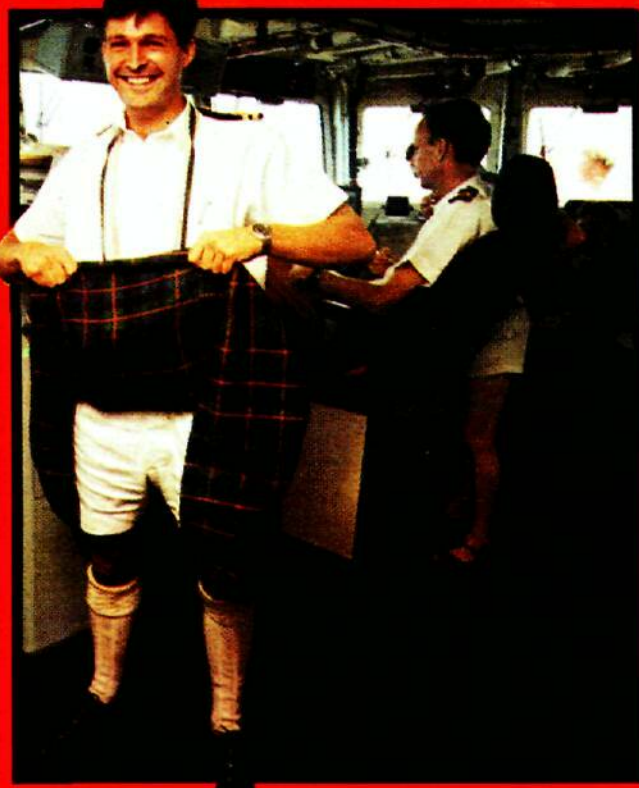
## A Scotsman in hot pants

Lieut. Craig Gilmore's kilt is a sensation around the Gulf bazaars — when he's Officer of the Watch he wears it to brighten the bridge of HMS Edinburgh, too.

But the rest of his uniform is all present and correct. You'd think a bit of a breeze across the Trossachs would be welcome on Armilla Patrol, wouldn't you?

The Type 42 destroyer is accompanied by HMS Chatham, a Type 22 frigate, with support by RFA Brambleleaf.

Picture: WO(Phot) Bob Pearce



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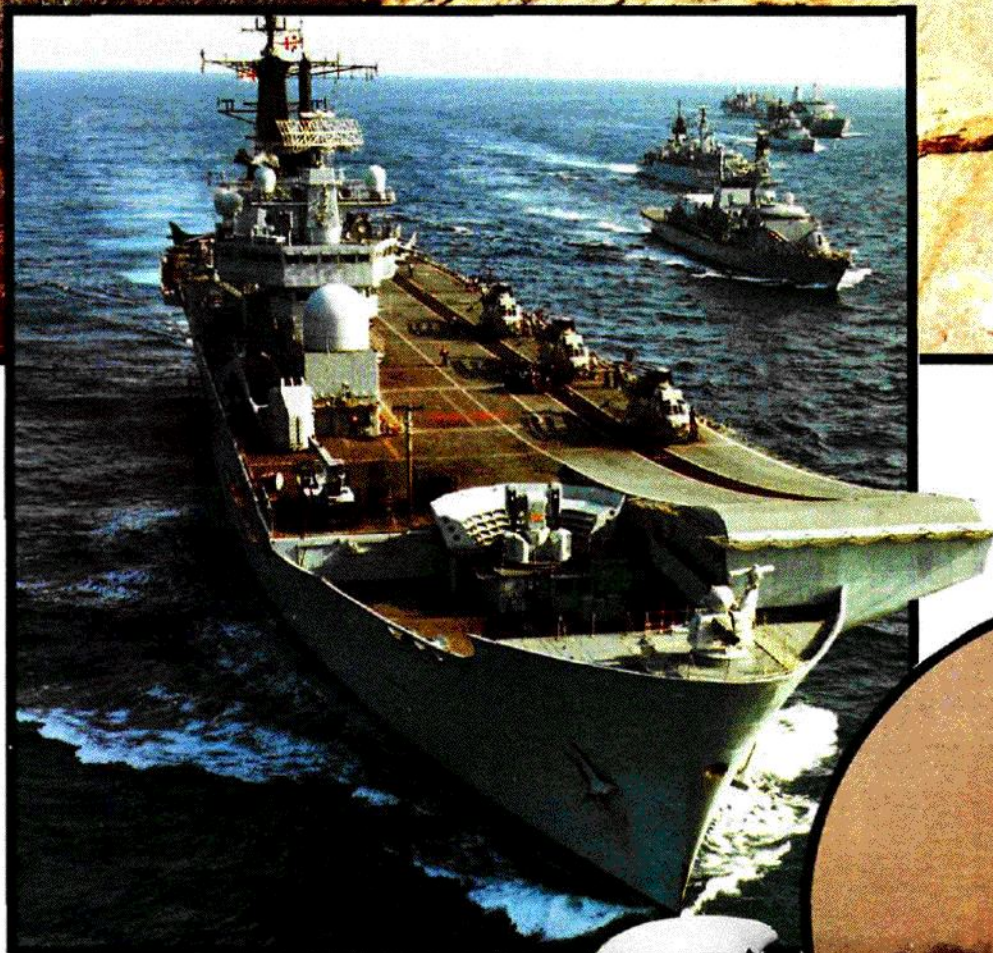
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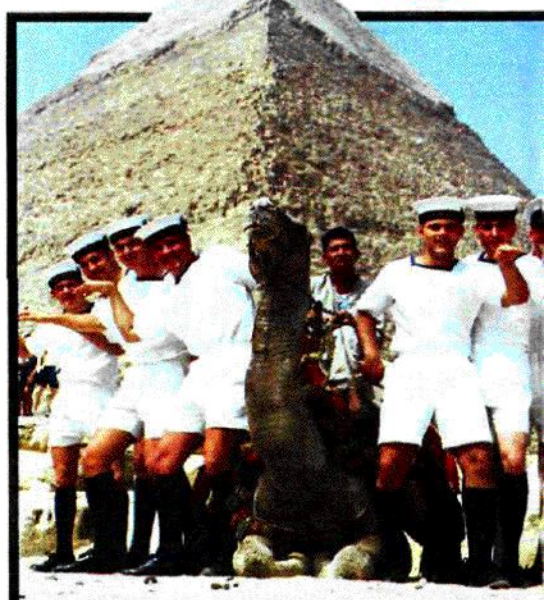
MINI-ORDER ONLY 12



# Ain't no mountain high



Photographs:  
LA(Phot) Dave Trish  
PO(Phot) Phil Ball



KEEPING track of rhinos and other endangered game species has been a rough ride for rangers in Tsavo East National Park, Kenya — no wonder the place the size of Wales.

Full radio coverage could provide part of the solution in the fight against the rhino rustlers. Unfortunately the best place to site a transmitter is on top of Ithumba Hill, a sheer volcanic outcrop.

So when HMS Invincible arrived in Mombasa with the Sea Kings of 814 and 845 Sqns to weigh in with some heavy lifting.

The Orient 92 ships duly embarked upon an improvised mission set up the site 190 miles to the north west — a job Mike Mason, CO of 814, described as "the most challenging day's flying of my career."

The shopping list of materials needed was certainly a long one to stretch the arms a bit. It included:

- Twenty tons of sand and ballast
- Five tons of concrete
- A 40 ft radio mast

Before all this could be ferried up from the base of the cliff, personnel involved in the ships were roused to an early start. Work had to be done before the heat of the day in which meant the aircraft maintainers, flight deck personnel, forecasters and air operations teams, not forgetting the ground crew, had their part to play.

Meanwhile two 3,000 lb tanks of fuel had been overnighted by lorry to enable the aircraft to refuel on Invincible's mobile air ops team, led by Lieuts. Tim Keane and Phil Mitchell, arrived at 0200 after a gruelling drive through the East African bush.

## Precipice

They spent the night in the open, guarded from predators they had come to help protect by well-armed rangers and were up again at 0500 to prepare for the big lift.

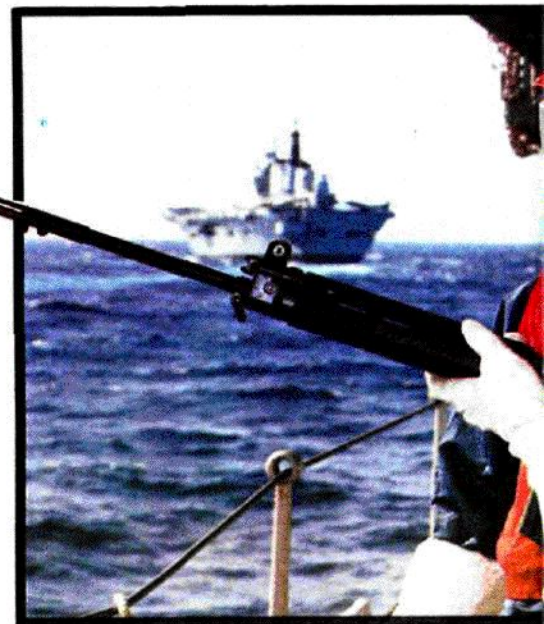
At first light the Sea Kings began their 1½-hour flight to the aircrews to a breathtaking vulture's-eye-view of the coast. Refuelling, the work began in earnest — and the scenery was at once lost to view in a maelstrom of dust as the whirling rotors whipped up a choking dust cloud to each pick up.

At the top of the hill Lieut. Smith had the problem of working in a very confined space, perched on the edge of a precipice with the added danger of snakes and scorpions.

The temperature, which started at a comfortable 80° and by 1100 all the loads had been hoisted and work could begin on erecting the transmitter mast.

Without the RN crews, it was said, the whole operation would have taken 12 men 30 days. It had been a good demonstration of the versatility of both the ASW and Commando Sea Kings and a better training opportunity for their crews.

"On top of that, we achieved something really wonderful for the good of nature," Lieut.-Cdr. Mason concluded as the rangers carried on their relentless fight against the poachers.



## Habari za Unanamaji

That's "Navy News" in Swahili — LWREN(AEM) Georgia Pocock and AEM(WL) Neil Titford try to drum up business in Mombasa. Did he take out a subscription, we wonder?





# h enough . . .

## Operation Kenya Wildlife — high above Tsavo East National Park, a radio station to round up the rhino rustlers.

Pictures (clockwise from top left):

● Perched precariously on top of Ithumba Hill in Kenya's Tsavo East National Park, a Sea King from 814 Sqn unloads the rangers' new radio station.

● Sand dancers — HMS Boxer visits the Great Pyramids. The guide was not amused . . .

● Flying over Africa — 814 Sqn launches Operation Kenya Wildlife.

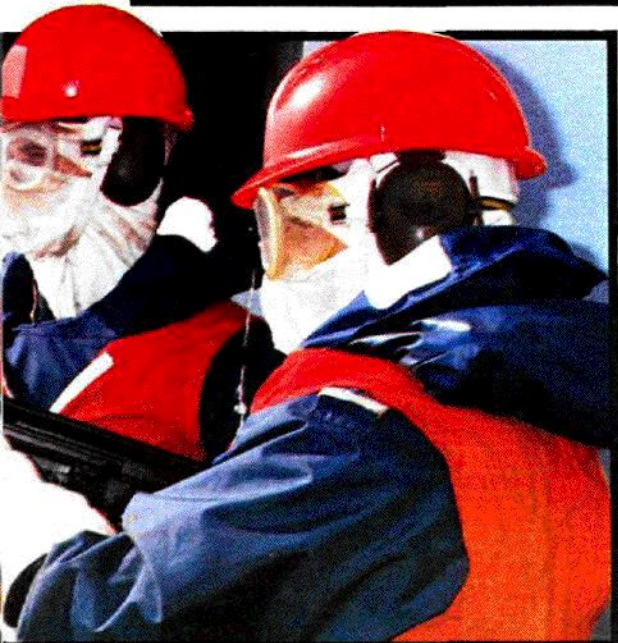
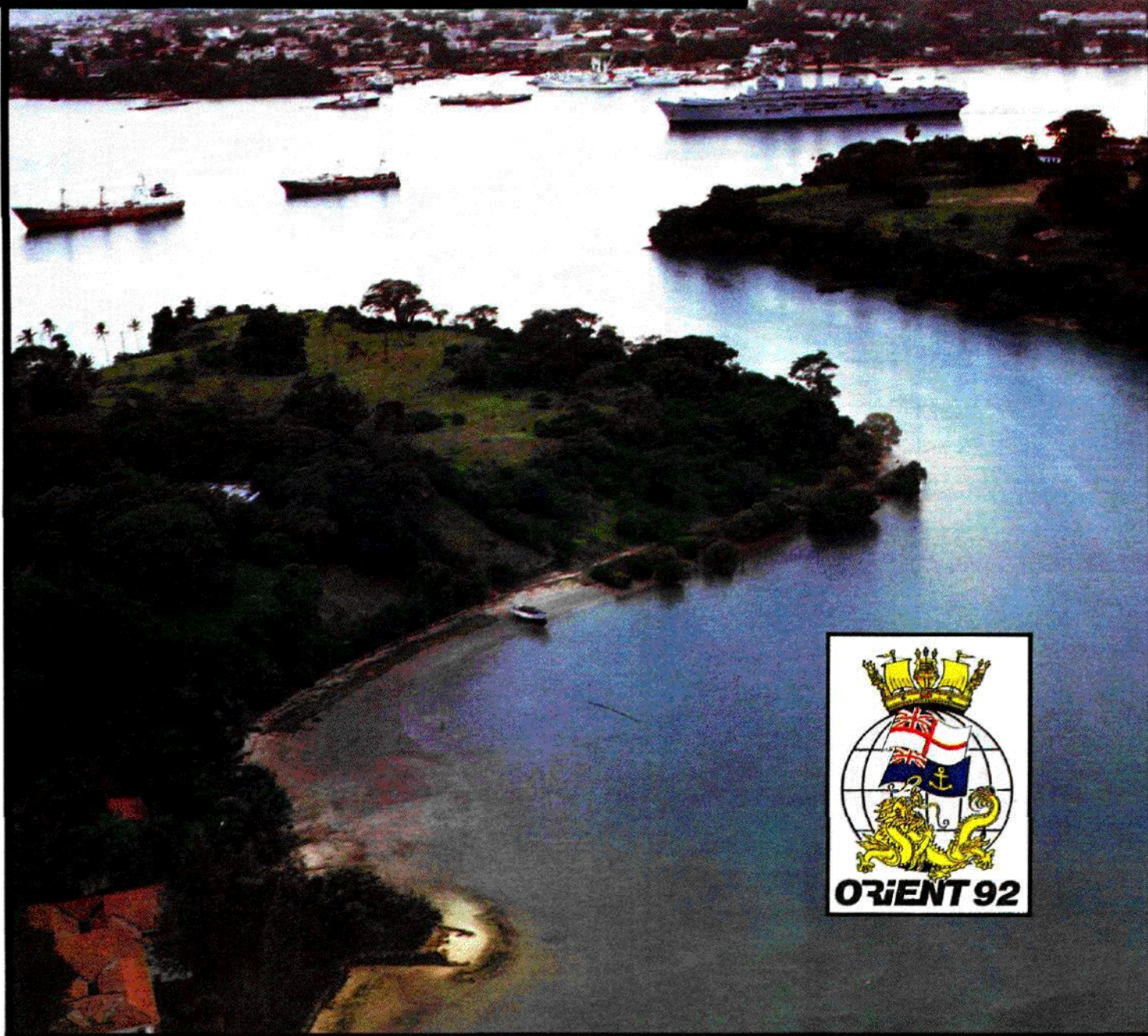
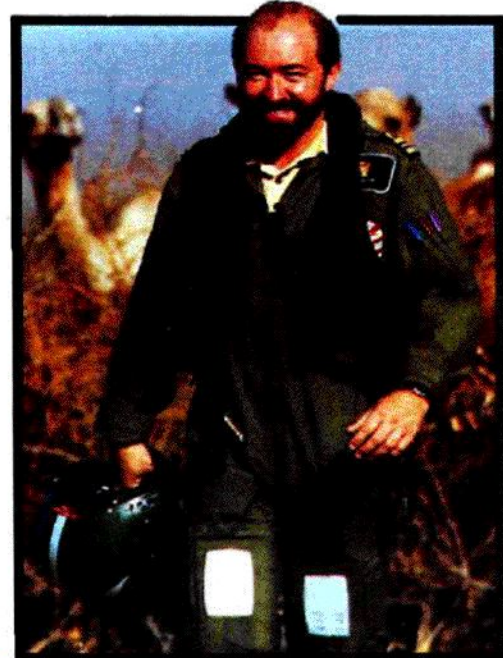
● HMS Invincible arrives in Mombasa.

● Lieut.-Cdr Mike Mason, CO of 814 Sqn and friends.

● HMS Boxer prepares to RAS (replenish at sea) from RFA Olwen — HMS Invincible in the background

● Red dawn — the helicopters kick up a dust storm at the base of Ithumba Hill as they begin their 1,500 ft airlift.

● HMS Invincible leads the way for Orient 92 — now starting its tour of Far Eastern ports.





# ONE ASSASSIN, TWO PSYCHOPATHS AND A SESSION OF ANALYSIS...

JUST AS some literary professors find intolerable the idea that Shakespeare's plays were written by a common-as-muck glovemaking son from the Midlands, and so feel obliged to devise fabulously complex scenarios "proving" that they were actually the work of the Duke of This or the Earl of That, so there are many admirers of President J. F. Kennedy who become agitated by the notion that their hero was struck down by someone as insignificant as Lee Harvey Oswald.

Almost before the president's body had left Dallas, the search was on for a sequence of events that would live up to the drama of the moment: a vast labyrinthine plot involving the Reds, the Mob, the White House itself.

Now Oliver Stone's film *JFK* powerfully marshals the evidence in support of this conspiracy/cover-up theory. Kevin Costner plays a New Orleans DA dissatisfied with the official findings who decides to mount his own investigation. As he picks his way through a rogues gallery of hoodlums, insane officials and all-round weirdos, an atmosphere is built up in which, indeed, anything in the world seems possible.

The high spot is the reconstruction of the assassination itself, a masterful blending of newsreel and specially shot footage. It's all so plausible that it's important to remind oneself — a lot of critics failed to — that the movie is not a documentary, but has been shaped, scripted and cast in precisely the same way as any work of fiction.



Above: Moment of horror — the assassination of John Fitzgerald Kennedy reconstructed by Oliver Stone for *JFK*. Kevin Costner plays the film's hero, New Orleans District Attorney Jim Garrison.

But what a cast — Lemmon, Sutherland, Candy, Britain's Garry Oldman as Oswald. As for Sissy Spacek, though, one is reminded of the recent story concerning a celebrity MP who is said to have greeted a woman at a party function with the words, "Hi, I take it you're here as a wife". Thus, too, poor Sissy's status in *JFK*.

Another piece of dubious, highly

violent American history is presented in *Bugsy*. Benjamin Siegal — no-

## Screen Scene

one called him "Bugsy" to his face, at least not without sustaining significant GBH — was a New York gang-

ster assigned in the early 1940s to take over the rackets in California.

What with intimidating local hoodlums, cutting a dash in Hollywood society and founding the gambling capital of Las Vegas, Bugsy was kept pretty busy, but still found time to fall for a tough-as-nails starlet (Annette Bening), a bad mistake as things turned out. Warren Beatty plays Bugsy as a cross between a

lovable buffoon and an out-of-control psychopath; the film as a whole is stylish, blood-spattered melodrama.

As nasty a piece of work as old *Bugsy* was, he appears positively angelic alongside the character played by Robert De Niro in *Cape Fear*. De Niro is, of course, in a class by himself when it comes to suggesting menace. Here he plays a convicted rapist, newly released from prison, who wages a war of nerves against the lawyer (Nick Nolte) who failed to defend him properly.

The film is a remake of an old (1961) thriller starring Robert Mitchum and Gregory Peck, both of whom put in cameo appearances in this new version. Arguably it lacks the atmosphere of the black-and-white original, but there is compensation in the more adult approach that is possible these days, and for sheer nerve-racking suspense, it's one of the year's best. Jessica Lange is around, more or less, as a wife.

The last of this month's rather violent quartet is *Final Analysis* a murder mystery, which improves on last month's *Basic Instinct* in that we are offered not one but two femmes fatales — Kim Basinger and Uma Thurman.

The complex plot — is psychiatrist Richard Gere being set up by the two women, and if so, what should he do about it? — unravels at a slowish pace, but it's an absorbing yarn, and Ms Basinger makes up for the lightweight showing of some of her sister actresses this month, with a performance of uncharacteristic ferocity.

— Bob Baker

## STANDARD REVISED

VOLUME II of Erich Gröner's standard reference work, *German Warships 1815-1945*, has been revised and expanded by Dieter Jung and Martin Maass. Covering U-boats, minesweepers and motor minesweepers, this volume contains 450 constant-scale line drawings. (Published by Conway Maritime Press at £35 hardback.)

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# Historic dockyard explored

THE WORLD'S first dry dock was built there in 1495 — and by 1850 Portsmouth Dockyard was the world's biggest industrial centre — 99 acres of docks and factories that formed a town within a town, with its own schools, church, police force and fire brigade. Before long it even had its own railway — 25 miles of track just to serve the Fleet.

## And I quote

"IT IS upon the Navy, under the Providence of God, that the safety, honour and welfare of this realm do chiefly attend."

So pronounced King Charles II in the Articles of War of 1652... and who are we to argue?

However, nearly 400 years later Winston Churchill told the War Cabinet: "The Navy can lose the war, but only the Air Force can win it. Therefore, our supreme effort must be to gain overwhelming mastery in the air."

In his military writings, Mao Tse-Tung held, "Whoever has the army has power, and war decides everything."

Whichever the Service, its leaders could do worse than taking as a maxim Australian General Sir John Monash's advice in a letter of 1918: "The main thing is always to have a plan; if it is not the best plan, it is at least better than no plan at all."

These gems and hundreds of others can be found in *Collins Dictionary of Military Quotations*, compiled by Trevor Royle (Harper Collins Publishers, price £6.99 softback).

Rather belatedly, given the enduring appeal of HMS Victory, now 70 years in No 2 Dock and lately joined by HMS Warrior and the Mary Rose, it has become a tourist attraction in its own right.

For many years the local paper's defence correspondent, Reg Betts became closely involved in its history and traditions as well as its day-to-day functions. Portsmouth Historic Dockyard (Portsmouth Naval Base Property Trust, £1.50) is his tribute to a remarkable community whose record of achievement deserves a popular showcase.

## Antiquities

Though it was always in the forefront of technological development — it had the world's first complete steam-powered factory with Brunel's Block Mills and built many pioneering ship designs, including HMS Dreadnought which was completed in a year and a day, a record never equalled for a ship of this size — the place has managed to preserve many of its architectural antiquities.

Despite the ravages of two world wars, many of the buildings of its great period of expansion in the 18th century survive — and some are still occupied by naval staff.

— JFA

Right: Semaphore Tower, Portsmouth Naval Base's most distinctive landmark, is a replica of the original tower at the end of the semaphore chain linking Portsmouth with the Admiralty in London.





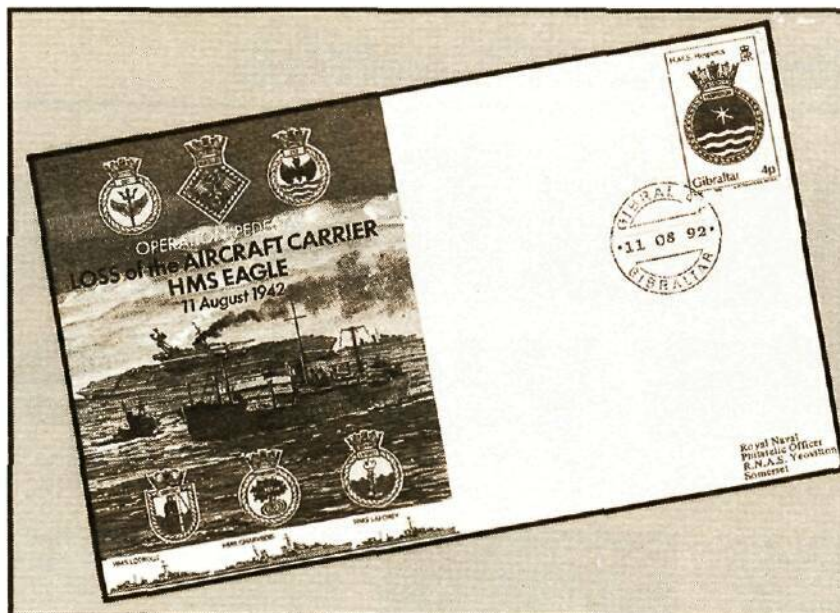
## Warriors and wars

OSPREY Military's colourful series' looking at men-at-arms, key units and weapons systems and the great campaigns are particularly valued by wargames enthusiasts, but also appeal to more general readers with an interest in things martial.

Recently released titles include **New Kingdom Egypt** (Mark Healey/Angus McBride) and **Elite Forces of India and Pakistan** (Ken Conboy/Paul Hannon).

And two more campaigns come under the microscope — **Waterloo 1815: The Birth of Modern Europe** (Geoffrey Wootten) and **Kursk 1943 — The Tide Turns in the East** (Mark Healey).

Each of the "Forces" books cost £7.99, while the campaign titles cost £9.50 each.



## FIRST DAY COVER MARKS THE LOSS OF HMS EAGLE

MARKING the 50th anniversary of the loss of the carrier HMS Eagle in the Operation Pedestal, a special first day cover will be issued in Gibraltar this month.

The Eagle, carrying Spitfires to the beleaguered island of Malta, was struck by four torpedoes from U-73 off the coast of Algeria on 11 August 1942.

Royal Naval Philatelic Officer

Charles Stirling has compiled an attractive document pack of contemporary newspaper cuttings and photographs. Prices range from £5-£10 and the covers are available with the signatures of survivors. Tel 0935 840565/26240 for details.



## At Your Leisure



# A Reynolds' portrait? To you, Sir, a guinea

LATEST in the excellent **Portsmouth Papers Series** (Portsmouth City Council £1.80) deal with **Art in a Dockyard Town 1770-1845** and **Fort Cumberland 1747-1850**.

Many distinguished artists have been inspired by our premier naval port, but in the first of these studies Nigel Surry is less concerned with the likes of Turner and Rowlandson — though the latter's licentious cartoons were ideally suited to the environs of Portsmouth Point in the bad old days that coincided with England's greatest glory — than with its community of indigenous artists.

This was slowly expanding in the late Georgian era. As British seapower developed there was bound to be a ready market here for profilists and miniaturists — Joshua Reynolds himself came down "to paint naval officers at a guinea apiece" — and by 1826 there were enough artists settled in the town to stage an exhibition.

Drawing had been a professional requirement for RN officers since the early 1700s and the Royal Naval Academy had

a resident drawing master on the staff. Several of these, such as Richard Livesay and John Schetky, enjoyed national reputations, the latter becoming Painter in Ordinary to George IV, William IV and Victoria.

An amiable eccentric, Schetky taught at the Royal Naval College — the successor to the Academy — for 25 years.

### Expeditions

"He brought us a new state of things altogether," one of his pupils noted. "We were never allowed outside the dockyard gates before he came; but he looked up the college boat directly and got permission to take us out sketching — and such jolly expeditions as we used to have all along the coast there."

"A fine tall fellow he was, with all the manners and appearance of a sailor — always dressed in navy blue, carried his cane, and used to pipe us to weigh anchor, and so on, like any boatswain in the service..."

Conveniently close by, Fort Cumberland must have been included in their portfolios. Like the Spithead sea forts of a later era that were rather unfavourably labelled "Palmerston's folly," it was constructed to

counter a threat that never materialised but which was nevertheless substantial.

Despite his crushing defeat of Culloden in 1746, Bonnie Prince Charlie still posed a threat to the House of Hanover when allied to the French under Marshal Saxe. It was, in fact, the victor of Culloden, "Butcher" Cumberland himself, who ordered the new fortification at Eastney Point some time later that year to defend Langstone Harbour from a possible attack that might so be allowed to approach Portsmouth Harbour from the back door — the same concern that led to the construction of Fort Widley a century later, which would complete Portsmouth's defensive ring and make it the most heavily fortified city in the world.

### Monograph

Philip Magrath, in a closely detailed but highly readable monograph, shows how Fort Cumberland has an individual claim to have successfully fulfilled the role of national guardianship.

It is at present home to the Central Archaeology Service of English Heritage — and he makes a strong case for its incorporation into the fast burgeoning spread of the Ports-

mouth defences' appeal to tourism after English Heritage relocates to Nottingham in 1994.

— JFA

### GAMERS' MANUAL

A WARGAMER for more than two decades, Paul Hague passes on his experience of this absorbing hobby in **Naval Wargaming — From Ancient Galleys to Modern U-Boats**.

The author concentrates less on specific periods of history than on the weapons systems that characterised the different eras. As well as galleys and U-boats he deals with ships of the line, Dreadnoughts and aircraft carriers.

Wargaming rules for each period are provided, which can be used straight from the book or modified. Advice is also included on purchasing models as well as building them from scratch.

Published by Patrick Stephens Ltd, **Naval Wargaming** is priced £14.99.

## WWII AT SEA TO THE LAST SKIRMISH

BASED on their two-volume work of the 1970s, Rohwer and Hummelchen's *Chronology of the War at Sea 1939-1945* (Greenhill Books £35) now appears as a single handy reference, brought up to date in the light of the latest Ultra information.

There is, inevitably, some bias in favour of German operations in the 20,000 entries, but less than one might expect. All theatres are included and the course of events in each is described with detailed coverage of all the major naval engagements.

The blurb claims that all the less well-known actions and

skirmishes are recorded. Well, if the authors have missed any our readers will certainly let them know — but the separate indexes for warships, merchant ships, naval forces, armies, air forces and personnel certainly go some way towards justifying a claim for this to be "the naval reference book of World War II".



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# RE-EXAMINATION OF THE OLD RED NAVY

DESPITE the reduction in East-West tensions, it is far too early to consign the post-war Russian Navy to the history books.

*Soviet Warships 1945 to the Present* (Arms and Armour £30) may already be a dead title — they are now listed in Jane's under "Russia and Associated States" — but recent moves to sell off substantial parts of the old Red Fleet suggest indeed that it will approach the end of the 20th century "leaner, fitter and better placed for diverse action". The Royal Navy, after all, is following much the same path.

So while John Jordan's revised version of his 1983 study may have been a bit premature, its updated profiles, new

plan views and numerous detailed drawings of weapon systems will be welcome — even if the whole force structure is bound to be underpinned by a very different philosophy from that which has prevailed since the October Revolution.

### Motherland

Jordan argues that even the powerful, ocean-going Navy that developed in the post-war period performed only a supporting role, its missions focussed almost exclusively on territorial, as opposed to maritime objectives; the defence of the motherland was bound to expand beyond its coastline as bombers and missile submarines came

to pose a long-range threat and the development of a counter threat was only an extension of this concern.

The United States nuclear submarine force naturally figured large in Soviet preoccupations. America came late to realising the potential of the submarine, but after successes in the Pacific War she became the dominant nation in research and development.

*Submarines of the US Navy* (Arms and Armour £30) is a translation of Stefan Terzibaschitsch's authoritative work of reference that charts the pace of post-war technology and details all 27 of the new classes as well as numerous rebuilds and hybrids, whose original appearance is usefully detailed.

— JFA





## Going Dutch for the weekend

A PARTY of shipmates from Walton-on-Naze enjoyed an exciting weekend in Holland, as guests of Vrienden van de Koninklijke (Friends of the Royal Dutch Navy).

During their stay they had a tour of the Amsterdam canals in a specially chartered boat, sampled refreshments in Amsterdam Royal Navy Barracks and inspected the destroyer Gelderland, undergoing refurbishment, prior to being opened to the public. Hospitality received will be returned in 1993 when shipmates of Walton-on-Naze will welcome their Dutch "oppos".

### BRANCH NEWS

The 50th anniversary of the loss of HMS Bedouin, on Malta Convoy duties, was commemorated at a final reunion of 40 survivors hosted by Wakefield branch. It was a fitting choice of venue for the survivors — the town of Wakefield raised

well in excess of £500,000 to adopt the Bedouin, which was lost within weeks of being officially adopted.

The reunion weekend, a great success, included a civic reception in the Town Hall and a commemorative service and parade on Sunday morning. The parade was led by Harrogate Sea Cadet band with Wakefield Sea Cadets providing the guard of honour.

The Mayor and Mayoress of the City of Carlisle, Cllr. and Mrs. Harold Evans were guests at the commissioning ceremony for the Carlisle and District Branch. After the prayers and blessing 38 members, wives and guests enjoyed "Up Spirits", followed by an excellent buffet and entertainment.

□ □ □

A coach-load of shipmates from Peterborough branch, headed south for a great day's outing, visiting en route, the residents of Pembroke House, Chatham, to present a cheque. It was then on to Rochester where there was time to look around the cathedral, the day ending with a visit to Welwyn Garden City club, where the visitors were royally entertained to an excellent buffet supper provided by the ladies section. A thank you from the visitors for the warm welcome extended by Pembroke House and Welwyn Garden City shipmates.

□ □ □

A double first for Barnsley branch which claims to be the first to adopt a Royal Fleet Auxiliary ship, namely the Fort Victoria. To mark the event, the Royal Fleet Auxiliary service staged an exhibition in Barnsley Central Library, spotlighting the Fort Victoria. In addition there was a church service and parade attended by members of Barnsley branch, the RFA, the RNXS, the Coastal Forces and Sea Cadets.

□ □ □

## Cheers to a job well done

A HAPPY occasion for fellow shipmates of the City of London branch as they display awards for long and devoted service — life membership for chairman, Shipmate Charles Taylor, left, and an inscribed tankard for Shipmate Capt. Sydney Weaver RNR, branch welfare officer and standard bearer.

## At Your Service

### Reunions

**HMS Wensleydale (1942-45):** To commemorate the 50th anniversary of commissioning a tree-planting ceremony, followed by a reception, will be held at St. Margaret's Church, Hawes, Wensleydale, on October 24. All former members of the ship's company are invited to attend. Further details from Henry Lehmann (Jack Dusty), 13 Park Rd., Danneberg, Waterlooville, PO7 6NE (tel. 0705 255495).

**HMS Eagle:** The 1992 reunion of the last commission (1970-72) will take place at the Home Club, Portsmouth on Aug. 22. Anyone wishing to attend contact ex-LOEM Dutchy Holland on 0274 521325.

**Old Norfolk's Assn. (1939-45):** The 46th annual reunion will take place at the Astor Hotel, Plymouth, on October 10. Further details from E. W. Jewell on 0752 341614. Members on the mailing list will receive their applications in due course.

**HMS Zulu (Tobruk Raid 1942):** The 50th reunion will take place at the Royal Fleet Club, Devonport on September 14. Further details from Tom Cox, 239 Linketty Lane, Crownhill, Plymouth PL6 5JY (tel. 0752 701652) or Fred Akehurst on 0435 863151.

**HMS Consort (1947-52):** A meeting to organise an association and reunion will take place at the Fleet Club, Morice Square, Devonport on September 12. For details contact T. Hodgins, 21 Belmont Road, Abercromby, Gwent (tel. 0873 852895).

**North Russia Club, South Wales:** will be holding a reunion in the Conservative Club, Orchard Street, Neath on August 29. Details from Mervyn Williams, 87 Olive Road, Coxford, Southampton SO1 6FT (tel. 0703 775875).

**HMS and TS Mohawk:** Anyone interested in a reunion contact Lieut.-Cdr. (SCC) S. J. Haworth, 10 River Drive, Burnley, Lancs (tel. 0282 739006).

**Tels (S) 1942-45 Association** will hold their next reunion at the Shirley Croft Hotel, Harrowby Road, Grantham, Lincs on September 10. Details from Vic Simmons, 11 Bisley Close, Worcester Park, Surrey KT4 8PN (tel. 081-337 5760).

**TS Scimitar:** The St. Helens SCU will be holding a supper-dance as part of their golden jubilee celebrations in the Drill Hall, Mill Street Barracks, St. Helens, Merseyside WA10 2BB (tel. 0744 20193) on September 25. For further details telephone the unit on Monday or Thursday evenings between 7 and 10 p.m.

**HMS Auckland (Tobruk 1941):** Many thanks to those who attended Kew Gardens on May 28. The next meeting will be held at the Duke of Yorks Barracks, Kings Road, Chelsea on November 21.

**HMS Bristol:** The WOs' and CPOs' Mess will be holding a reunion in Portsmouth on September 19. For details contact CRS E. Holmwood, OPS Office, COMMCEN, Whitehall, O.A.B., Spring Gardens, Whitehall, London SW1A 2BE including s.a.e.

**HMS Frobenius Association** will be holding a reunion weekend at the Home Club, Queen Street, Portsmouth on September 5-7. Contact Charlie Connolly on 071-609 6888 to book places.

**Wren Air Mechanics (1968-79):** ex- and serving members, are invited to a reunion at RN air station Culdrose on September 12. Details from Mrs. Terry Taylor, 103 Lower Fairmead Road, Yeovil, Somerset BA21 5SR (tel. 0935 26250).

**Eighth Destroyer Association (China Station 1945-63)** will hold its fifth reunion at Scarborough on September 12. Further details from Eric Mulliner, 1 Melbourne Crescent, Stafford ST16 3JU (tel. 0785 44188).

**Regulating Branch Reunion** will be held at the Home Club, Portsmouth on October 17.

**HMS Duke of York Association** will hold their fourth reunion at the United Services Club, Gough Street, Birmingham on September 12. All former ship's company and friends are invited to attend. Details from R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ (tel. 092 872 5175).

**HMS Lookout G32:** A thank you to all those shipmates who attended the third reunion in Burnley in May. Those interested in a further reunion please contact Buck Taylor, 5 Milton Road, Radcliffe, Lancs M26 0GS.

**HMS Blankney (1941-46):** The fifth annual reunion will be held in Nantwich, Nr. Crewe, on September 5. Further details from D. J. Curtis, 195a Main Road, Shavington, Crewe CW2 5DU (tel. 0270 69691) or Albert Bennett on 0270 213486.

**Submarine Coxswains:** A reunion is to be held in the near future with a view to forming an association. All those interested please contact CPO Coxswain(SM) Barry Jenkins, WOs' and SRs' Mess, HMS Dolphin, Gosport, Hants PO12 2AB, giving details of boats in which you served.

**HMS Cairo OHA** will be commemorating the 50th anniversary of the ship's loss at the Union Jack Club, London, on August 15. Further details from Jack Harris, 72 St. Leonard's Caravan Park, Ringwood Road, West Moors, Wimborne, Dorset BH22 0AQ (tel. 0202 894121).

**HMS Wave:** The first reunion will be held at the Marlborough Country Hotel, Bromsgrove on September 4-6. Further details from T. Dootson, 3 Bealey Avenue, Radcliffe, Manchester M26 9QW (tel. 061 796 8857).

**HMS Comus Comrades** reunion will be place in the POs' Mess, HMS Nelson on October 17. Tickets, £12, are available by sending a s.a.e. to C. Murrin, 17 Friars Orchard, Fetcham, Leatherhead, Surrey KT22 9RL (tel. 0372 37928).

**HMS Jaguar (1961-62):** Details of the first reunion to be held in September are available from John Sherrard, 34 Juniper Way, Tilehurst, Reading, Berks RG3 6NB (tel. 0734 421462).

**Air Artificer Apprentices Condon (Jan. 1950-Sept. 1952):** A reunion for Jervis Division will be held in Reading on September 26. Details from Derek Moxley, 41 Conchar Road, Sutton Coldfield, West Mids (tel. 021 3545948).

**HMS Invincible Falklands Reunion:** The WOs' and CPOs' 10th anniversary dinner will be held at HMS Daedalus on September 19. Further information from CPO Pete Westbrook on 0705 580158.

**HMS Sussex RNR Hove:** An informal reunion will be held at the Home Club, Portsmouth on September 19. Details from A. W. Bartle, 9 Jubilee Road, Portslade, Sussex BN14 1SU (tel. 0273 410068).

**Royal Hospital School, Chatham Branch** will hold their annual dinner-dance at the Union Jack Club, London on August 29. Applications for tickets, £19, to P. A. Parkinson, 5 Alexander Road, Bexleyheath, Kent DA7 4TU (tel. 081 304 3635). Cheques made payable to R.H.S.A. Chatham Branch.

**HMS Coventry:** To commemorate the 50th anniversary of the sinking of the ship a memorial service will be held at Coventry Cathedral on September 12. Details from Bert Stenning, 11 Eileen Avenue, Rottingdean, Brighton BN2 8AD (tel. 0273 305193).

**Russian Convoy Club, Anglia Branch** will be held at the Railway Club, Parkstone Quay, Harwich on August 15. If lunch required forward names to G. P. Ward on 0394 383031.

**LST Club:** A reunion will be held at the Falcon Hotel, Stratford-on-Avon on October 31. Details from C. Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP.

**Lascaris (Malta) Communicators' Association** will hold their third reunion at the Home Club, Portsmouth, on October 3. Details from Terry Parker, 54c Chertton Road, Folkestone, Kent CT20 1DD (tel. 0303 249242).

**Caterers Reunion Dinner** will be held in the WOs' and SRs' Mess, HMS Raleigh on November 27. Past and present members of the branch are invited to attend. Further details from CPOCA Welch, RNSS, HMS Raleigh (tel. 0752 553740 ext. 41557).

### Over to You

**HMS Colossus:** Anyone interested in a group photo taken on Sept 30, 1945 please contact Haydn Pyne, Khula Darwaza, Thurby Road, Bilsby, Near Alford, Lincs LN13 9JJ (tel. 0507 463368, pm only).

**Flag Ship to Murmansk:** Mr F. S. Warren, 49 Taverner Road, Boston, Lincs (tel. 0205 366426) would like to obtain a copy of this book.

**RN Rating Pilots:** A. Clifford, Rosemary Cottage, High St., Queen Camel, Somerset BA22 7NE is researching the service of RN Rating Pilots and would like information or amusing anecdotes.

**HMS Kent (1934-36):** Mrs J. Naylor, 5 Bernice Close, Lipson Vale, Plymouth PL4 7HL has in her possession a book which reads "HMS Kent — An illustrated record

### Calling Old Shipmates

**Special duties (S) Officers' Course 1968:** Capt James Durrant, one of three Australians on the course wishes to arrange a gathering to celebrate 25th anniversary in 1993. Any ex-members please contact him at Atwood Oceanics Australia Pty Ltd, 35 Peel Road, O'Connor, Western Australia 6163.

**HMS St Vincent, Anson 110 Class, 1947:** Taft Hodgins, 21 Belmont Road, Abercromby, Gwent would like to hear from former classmates, some already in touch.

**HM ships Bude and Spanker:** Bill Hinton, ex-AB, would like to contact old shipmate Cynil (Curly) Hall — served together in Italy and Greece 1944 and later served at RNAS Gibraltar — and any other ex-shipmates from HMS Bude and HMS Spanker. Contact him at 24 Stoborough Green, Wareham, Dorset BH20 5BA.

**RNA Hospital Idsworth 1943, Fraser Battery Eastney 1944:** Mrs Monica Grover (nee Best) would like to hear from any ex-Wrens who remember her. Write to 12 Fieldway, Stifford Clays, Grays, Essex RM16 2AT.

**HM Submarine Truculent:** Ron Slade and Bert Della of Cheltenham Branch SOCA would like to hear from crew members who served on the first commission during the Second World War, especially those in the crew photo taken in Gibraltar, homeward bound from the Far East. Please call 0242-517367 or 19 Sheepscote Close, Cheltenham GL51 6BE.

**Operation Pedestal August 1942:** Are there any survivors from Lieut.-Cdr Judd's 880 Sea Hurricane Squadron? Please contact Bill Scott, 10 Treilawney Road, Helston, Cornwall TR13 8AT (tel. 0326-573459).

## FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month:

August 1942 was dominated by three events — Operation Pedestal, the convoy that saved Malta from surrender; the costly Dieppe Raid; and in the Far East the start of the US counter-offensive through the Solomon Islands, in which ships of the Royal Australian Navy were heavily involved.

The Battle of the Atlantic continued unabated. Over half a million tons of shipping was lost in this theatre alone, but at the cost to the enemy of 14 German and Italian submarines. (Not all these are recorded here as some were sunk by US Forces).

Principal events included:

3: HM submarine P247 (later HM submarine Saracen) sank U-335 off the Faeroes.

4: HM ships Croome, Sikh, Telcott and Zulu, and RAF Wellington, sank U-372 off Jaffa.

6: HM submarine Thorn sank by Italian air escort off Derna. HMCS Assiniboine sank U-210 in North Atlantic.

8: HMS Dianthus sank U-379 in North Atlantic.

9: Night action off Savo Island, Solomons. HMA ships Australia, Canberra and Hobart and US Forces engaged with Japanese. Canberra damaged, abandoned and later sunk by US destroyer.

10: HM trawler Islay sank Italian submarine off Haifa. RAF Wellington (with Czech crew) sank U-578 in SW Approaches. Operation Pedestal — convoy passed through Straits of Gibraltar.

11: Op Pedestal — HMS Eagle sunk by U-273.

12: Op Pedestal — HMS Wolverine rammed and sank Italian submarine off Algiers. HMS Foresight torpedoed by Italian aircraft, towed and later sunk by HMS Tartar. HM ships Ithuriel and Pathfinder sank Italian submarine. HMS Indomitable badly damaged in air attack. Italian submarine Asum hit HM ships Nigeria, Cairo (twice) and the tanker Ohio with a salvo of four torpedoes. HMS Cairo sunk by own forces. HMS Kenya and

HMS Rodney damaged in air attacks.

13: Op Pedestal — HMS Manchester torpedoed by Italian E boat, abandoned and scuttled off Kelibia. First three merchant ships arrived Malta. HM ships Arethusa, Cleopatra, Javelin, Kelvin, Sikh and Zulu bombarded Rhodes.

14: Op Pedestal — Fourth ship, Brisbane Star arrived Malta.

15: Op Pedestal — tanker Ohio towed into Malta by HM ships Penn, Bramham, Ledbury and Rye.

19: Dieppe Raid — destroyers, mine sweepers and coastal forces escorted landing ships and craft carrying the 2nd Canadian Division and 2 and 4 Comandos (A total of 237 ships and craft were employed). After initial success, the main assault failed. About 1,000 men were re-embarked but the Canadian and Comandos suffered 3,610 casualties. HMS Berkeley was damaged by air attack and had to be sunk. HMS Calpe was damaged.

25: HM ships Marne, Marlin and Onslaught sank German minelayer Ulm in Barents Sea. HM ships Aldenham and Eridge bombarded Daba, Egypt. Battle of East Solomons. HMA ships Australia and Hobart with US Force.

28: HMCS Oakville and US aircraft sank U-94 south of Haiti in Caribbean.

29: HMAS Arunta sank Japanese submarine off New Guinea.

Taken from The Royal Navy Day by Day.



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# Bonnie Dundee plays the perfect host

WHETHER delegates took the high road or the low road to Dundee for the Royal Naval Association conference on June 20, they saw Scotland in beautiful weather and looking as "bonnie" as songwriters claim.

Excellent travel arrangements, combined with good accommodation, provided for by Headquarters at a reasonable cost, attracted 204 delegates and wives and many observers.

Dundee extended a warm welcome to its visitors and their presence in the city was proudly proclaimed in a banner fronting Caird Hall, in the City Square, where conference took place.

It opened with a parade of the national standard into the hall, followed by a short service. The President, Admiral

## CONFERENCE REPORT

Sir Desmond Cassidi, then welcomed the Lord Provost of Dundee, Cllr. Thomas Muirhead McDonald and Capt. D. J. Ellin, Naval Regional Officer Scotland and N. Ireland.

Capt. Ellin expressed his pleasure at deputising for Flag Officer Scotland and N. Ireland, Vice-Admiral Sir Hugo White, who was in the US attending another conference. He went on to brief delegates on the Navy and its future role and the cuts taking place due to the reduced Soviet threat.

He urged them to support the celebrations next May, marking the Battle of the Atlantic and said a flotilla of some 30 or so ships would visit Merseyside to mark the occasion. A special service would also be held in Liverpool cathedral. Before leaving, the Provost and Capt. Ellin were presented with decanters of Pusser's Rum.

The day's business then got underway with the presentation of the 1991 financial report by treasurer Shipmate R. J. Barraclough, which showed a deficit of £9,587.

The deficit was caused, he said, by the drop in attendance at the 1991 reunion held in Blackpool. In addition, there was a shortfall in advertising revenue and the cost of taking a Royal Marines band out of town had proved expensive. After some sharp questioning from the floor, the report was accepted.

The venue for the 1993 reunion gave rise to much debate at conference. Shipmate Tom Gallagher, chairman of the social and ceremonial committee, had some views about holding reunion at Butlin's Holiday World, Bognor Regis

which offered attractive costings, but no final decision was made.

Conference brought to an end 17 years of loyal service to the association for Shipmate Ron Tremlett, chairman of the publicity and recruiting committee, who was filing his last report. Elected a life vice-president, he and wife, Ivy, will hopefully attend future conferences, if only to keep in touch with their many friends.

## Wives' outing

That rare comradeship of the sea is affirmed every year at conference, not just by shipmates, but their wives, many of whom have never missed this annual event. At Dundee, some shared an enjoyable outing, in ideal weather, to Glamis Castle meeting up at the end of the day at a gala dance.

Weather was perfect too, on Sunday morning for the parade of standards to Ogilvie Church in Whitehall Street, where the Rev. Bob Wightman conducted the service and where he chose a radical way of holding delegates' attention.

Using an RNA teddy bear as "fall-guy" which he placed on the altar, the service was a mixture of prayer and entertainment as he spoke in turn to the teddy bear and to his audience, much to their amusement.



## RON BOWS OUT

AFTER 17 years' loyal service to the association Shipmate Ron Tremlett, former national council member No. 4 Area, bowed out at the 1992 conference.

"Having found the ideal successor, the time has come to retire," says Shipmate Ron. He is succeeded by serving Warrant Officer, Shipmate David White.

## Sadness at fall in numbers

ADMIRAL Sir Desmond Cassidi, the President of the Association, addressed delegates at the 1992 conference telling them: "I am proud to be your president — as proud as I was six years ago when I first took office."

From Admiral Cassidi, known for his forthright approach and, on occasion, his outspokenness, this was praise indeed — an admission that he enjoyed the job even if, as he subsequently confessed, he had lectured delegates at past conferences.



● Admiral Sir Desmond Cassidi.

More in sadness than anger, he went on to speak on the declining strength of the association. Membership dropped by 2,034 in 1991 — due, he said, to an ageing ships' company and a lack of young recruits.

## Committee

He said the 2,000 Committee, set up to investigate the future of the association, predicted a membership drop to a third of its present strength by the year 2000.

Admiral Cassidi urged delegates to think seriously about this and about the

radical changes needed if the association is to survive into the 21st century.

He also spoke about the need to be self-financing and said it was unrealistic to assume that annual subscription would not increase.

## Social functions

He also expressed regret that the 1991 reunion had failed to attract the support needed to offset a deficit.

Shipmates must make up their minds if they want these social functions and, if they do, they must support them, he said.

Before concluding, Admiral Cassidi was presented with the following cheques for the Central Charities Fund and the Investment Fund — £1,500 from Mansfield branch, £200 from Harlow branch and £50 from Ayr and Prestwick branch.

He thanked the donors for this splendid effort and also Headquarters staff and the national council for their hard work in the past year. Dundee branch was also thanked for hosting conference.

## Conference in motion

THAT the rate of annual subscription be increased to £5 from January 1, 1993, proposed by the national council, was carried at the RNA conference at Dundee.

It was a triumph for the national council, especially for its new chairman, Shipmate Ron Tasker, who proposed the motion.

At the 1991 conference, the council suffered defeat on proposing an increase of 40p in the rate of annual subscription, from £4 to £4.40.

Reason rather than rhetoric won the day at Dundee, which turned out to be one of the best-tempered conferences for a long while. Of the 14 motions on the agenda, four were carried, one cancelled and the rest defeated. Also defeated was a motion of urgency concerning reunion venues.

## Byelaws review

Carried was a motion by Arbroath branch, proposed by Shipmate Harry Nicol, "that the national council be invited to review the bye-laws to per-

mit branches to be formed, or to stay in existence, with five full members instead of seven."

## Royal Patron

Also successful, a motion by Cheltenham branch, proposed by Shipmate Norman Swain, "that loyal greetings be sent to our Royal Patron on appropriate occasions at the direction of the council and that membership be informed when this is done."

The following motions by Leeds and Worcester branches were also successful.

Shipmate R. Rogers proposed on behalf of Leeds, "that this conference calls upon the council to make representation to HM Government to appoint a Minister of Ex-Service Affairs, with the object of securing for ex-servicemen, concessions comparable to those enjoyed by Commonwealth and EEC countries."

On behalf of Worcester

branch, Shipmate John Barnett proposed, "that the practise of

mixing officially awarded medals and commemorative medals on medal bars not be permitted on RNA parades and activities."

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## AWARDS

THE following awards for recruiting were presented by the President, Admiral Sir Desmond Cassidi, at conference:

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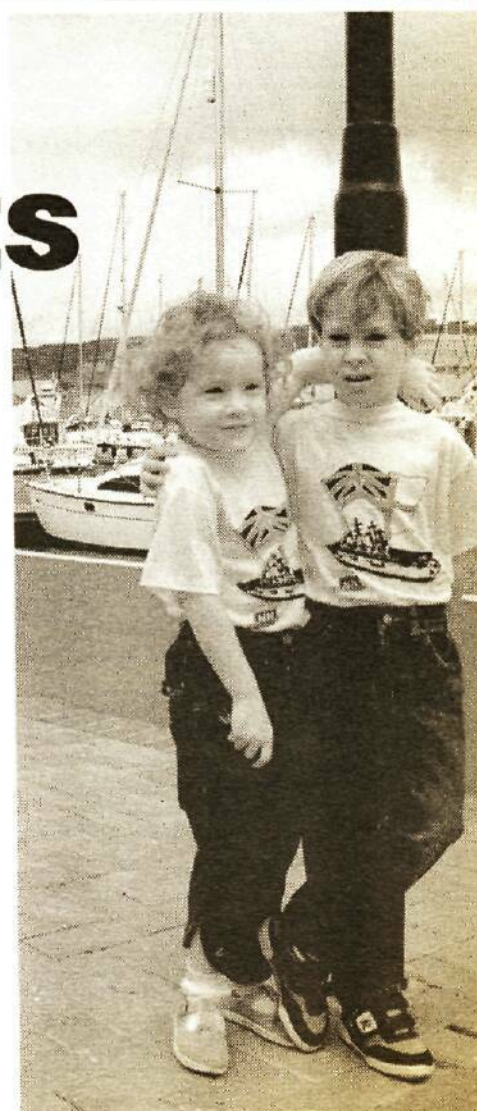
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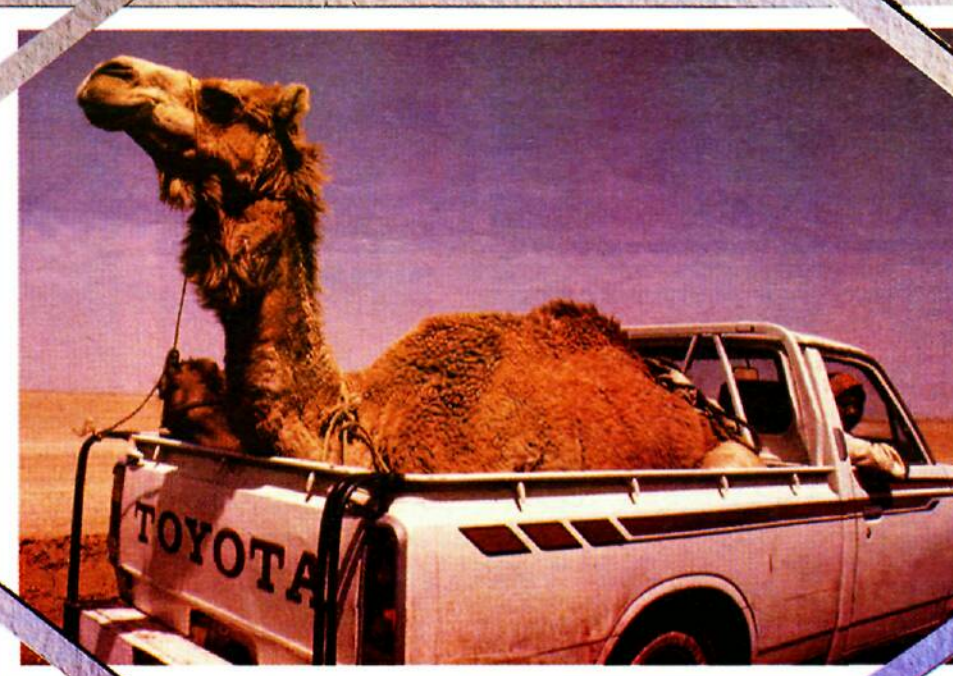
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Links between Aberdeen and Scylla go back over 50 years, when the people of the city belied their traditional reputation and raised a staggering £3½ million to build the fourth HMS Scylla, a 5¼ inch gun cruiser, launched in 1941, and eventually damaged beyond repair three years later, having been in the thick of action from the Mediterranean to the Russian Convoys.

Four platoons and the Guard were inspected by the Lord Provost, before marching along Union Street, with bayonets fixed, to the music of the Royal Marines Band of Flag Officer Scotland and Northern Ireland, and the applause of the citizens watching.

There followed a magnificent civic reception where all were presented with a specially struck silver medallion to commemorate the event.

As HMS Scylla bade an evening goodbye to Aberdeen, possibly for the last time, the Grampian Police Pipe Band played on the jetty and there was a spectacular fireworks display to mark her departure.

Scylla responded with a nine-gun salute to the city to say thank you and farewell.

Photos:

Right, Farewell nine-gun salute to Aberdeen from HMS Scylla's flight-deck  
Below, HMS Scylla's Guard marches through the streets of the Granite City



## Spirits stayed high in Hermione



HMS HERMIONE's ship's company made their farewell visit to their ship's affiliated town, Kendal, in Cumbria, while the ship was alongside at Liverpool.

The crowded programme included a Meet the Navy Day, civic and sporting functions and a dinner for 40 survivors of the previous Hermione, an AA cruiser, lost after being torpedoed off Crete in 1942.

HMS Hermione, leader of the 6th Frigate Squadron, had recently been on exercises with the Joint Maritime Course, but although nearing the date for her final de-commissioning, she was still in top form and running at her best. Her Commanding Officer, Capt. Sandy Backus said "I think it is important that you do not allow the ship to run down and become a tired old hull. It is important that when the ship's company leaves it continues the same high standards and this has been my aim for the ship and for the squadron."

The Leander class frigate fin-

ally paid off at Portsmouth, her de-commissioning also marking the end of the Sixth Frigate Squadron, whose remaining three ships, Andromeda, Scylla and Juno, join the Seventh Frigate Squadron.

When FOSF, Vice Admiral the Hon. Nicholas Hill-Norton, visited Hermione he presented Commendations from C-in-C Fleet to POMA Ian Abbatt and Surg.-Lieut. Alan Fitchet, who both helped save the life of a Taiwanese fisherman badly burned in a galley accident in a fishing vessel which Hermione came across during Armilla Patrol.

Pictures:

Left, POMA Ian Abbatt (top) and Surg.-Lieut. Alan Fitchet  
Below, The Band of the Birkenhead Sea Cadet Corps Beating Retreat for HMS Hermione at Liverpool



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# Roebuck in a rich man's world

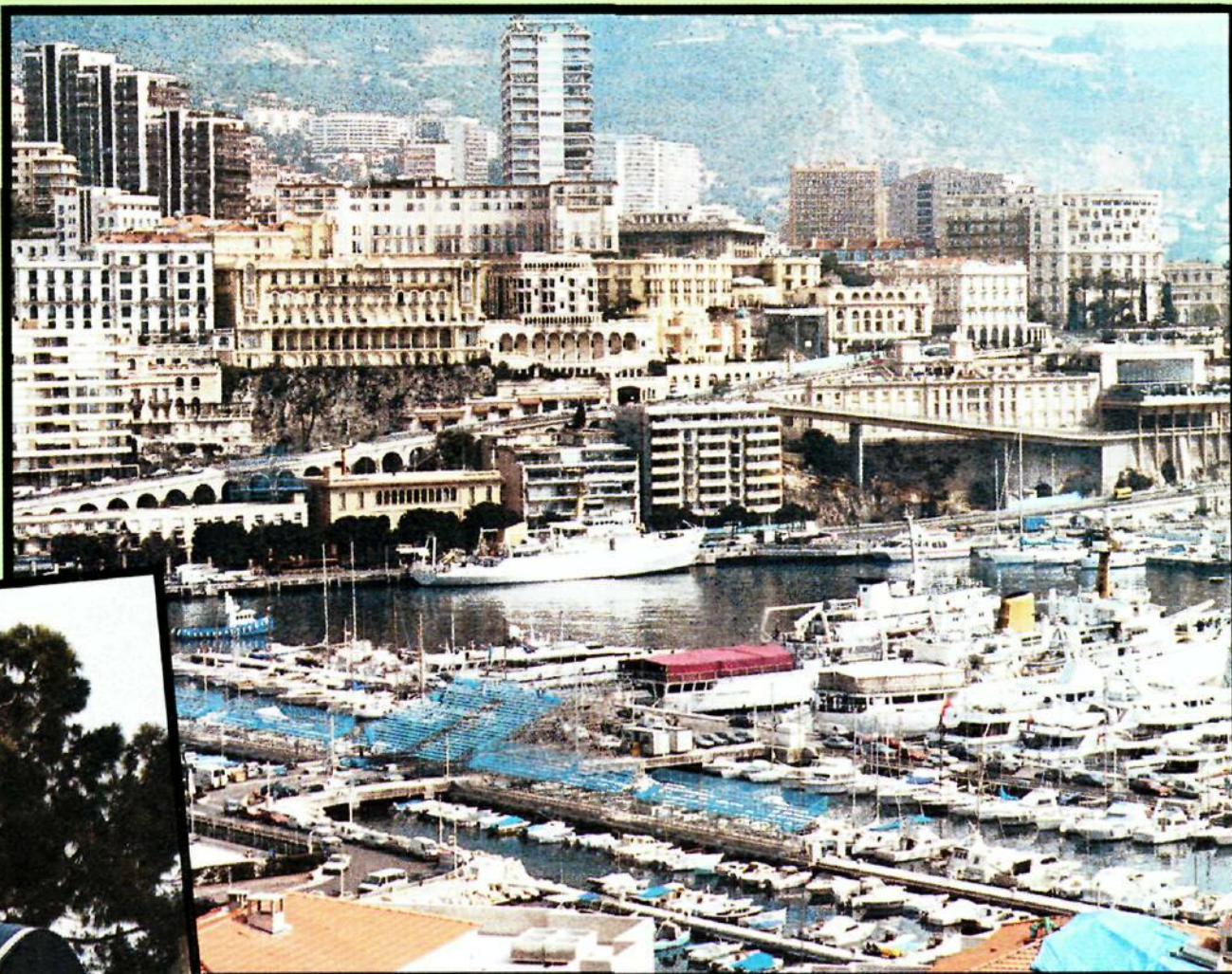
HMS Roebuck looks happily at home with the millionaires' yachts at Monaco as she arrives flying the flag of the Hydrographer of the Navy, Rear Admiral John Myres for the International Hydrographic Organisation conference.

Held every five years, the event attracted survey vessels from around the world, including the South African Hecla Class Protea, the Italian Ammiraglio Magnaghi and the CIS ship Sibiryakov.

The Roebuck was visited by over 200 delegates during her visit, part of a five week Mediterranean

deployment which included a jetty survey in Gibraltar and an unofficial call at Ajaccio, Corsica.

Below — sightseeing in the old town above Monaco are (left to right) AB(M) David Miller, LMA Ian Armitage, MEM Jason White, AB(SR) Goffs Godfrey and LWEM Nicholas Addison.



## With due ceremony



## BERMUDA BIRTHDAY BOYS

HMS Cornwall presented a 40-man Guard and Colour Party for The Queen's Birthday parade at Hamilton, Bermuda.

The Type 22 frigate went on to visit Newport, Rhode Island; Portsmouth, New Hampshire and Halifax, Nova Scotia at the end of her stint as West Indies Guardship and arrived home at Devonport last month.

She had taken part in exercises with Dutch, French and American forces and worked with the US Coast Guard in operations against drug smugglers. On the Autec Trials Range west of the Bahamas the ship carried out tests on new methods of dealing with attacks by the latest torpedoes.

At Nassau a working party volunteered to spend a day with the Bahamas Children's Emergency Hostel — decorating, doing electrical and plumbing repairs, installing four new doors and building a new picnic table for the garden with funding by local companies.



YORKSHIRE Television filmed HMS London's Payment of the Dues to the Constable of the Tower when she paid a five-day visit to the capital.

It will be included in a documentary on ancient ceremonies to be screened next summer.

The tradition, which dates from 1381, when Richard II ordered the payment of "two roundlettes of wyne" from every visiting ship, was performed by Capt. Mark Stanhope and a party from the Type 22 frigate bearing two casks of vintage port.

HMS London, which sails for the Gulf next month, took the opportunity to present St Bart's Hospital children's wards with £1,500 raised while the ship was at sea this year.

## MANADON FORUM

IN association with the Royal Navy, the Institute of Marine Engineers is organising a conference on the theme of "Solutions to the challenge of a new defence environment" at RN Engineering College Manadon between September 2-4th.

A wide-ranging programme of technical papers from international sources will be presented in sessions which will discuss procurement methods, support services, ship and system design, propulsion and transmission, and environmental matters.

Entitled INEC '92 (the Institute of Marine Engineers first international naval engineering conference), the event will provide a forum for an international audience of high-ranking naval personnel as well as representatives from industry, and educational, research and development establishments.

It will be opened by Vice-Admiral Sir Robert Hill, Chief Naval Engineer Officer and a vice-president of the Institute.



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HMS Ark Royal launches a Sea Harrier from her flight-deck ramp. The 20,000-ton carrier will be a major attraction at Portsmouth Navy Days and a Sea Harrier jump-jet will take part in the twice-daily flying display.

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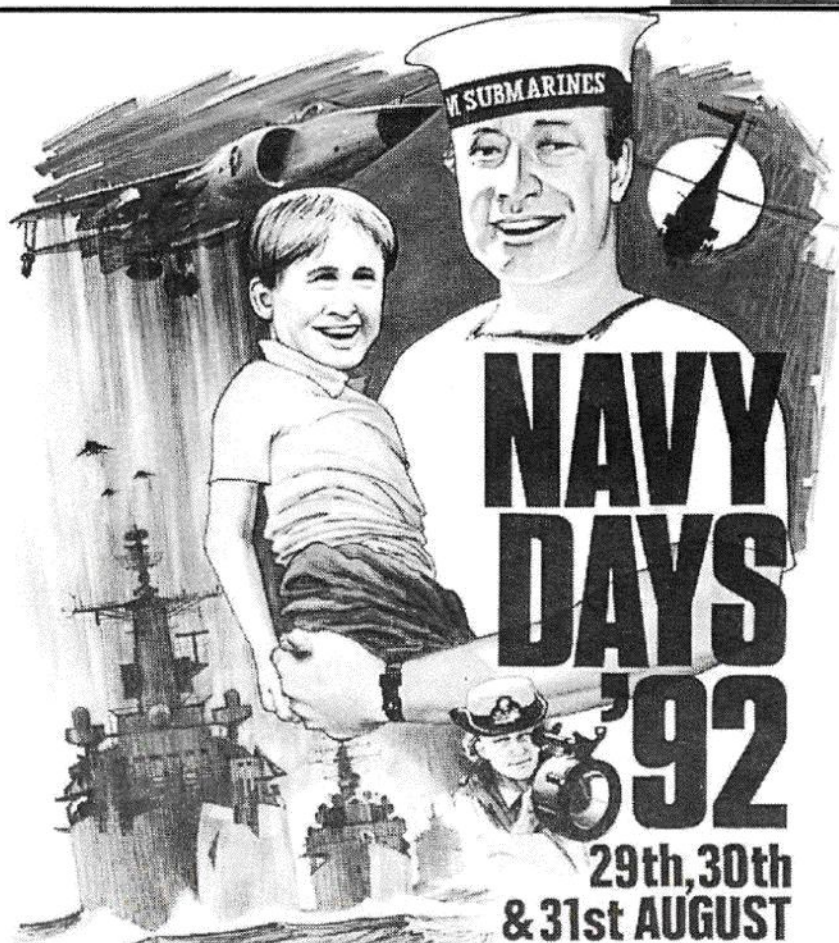
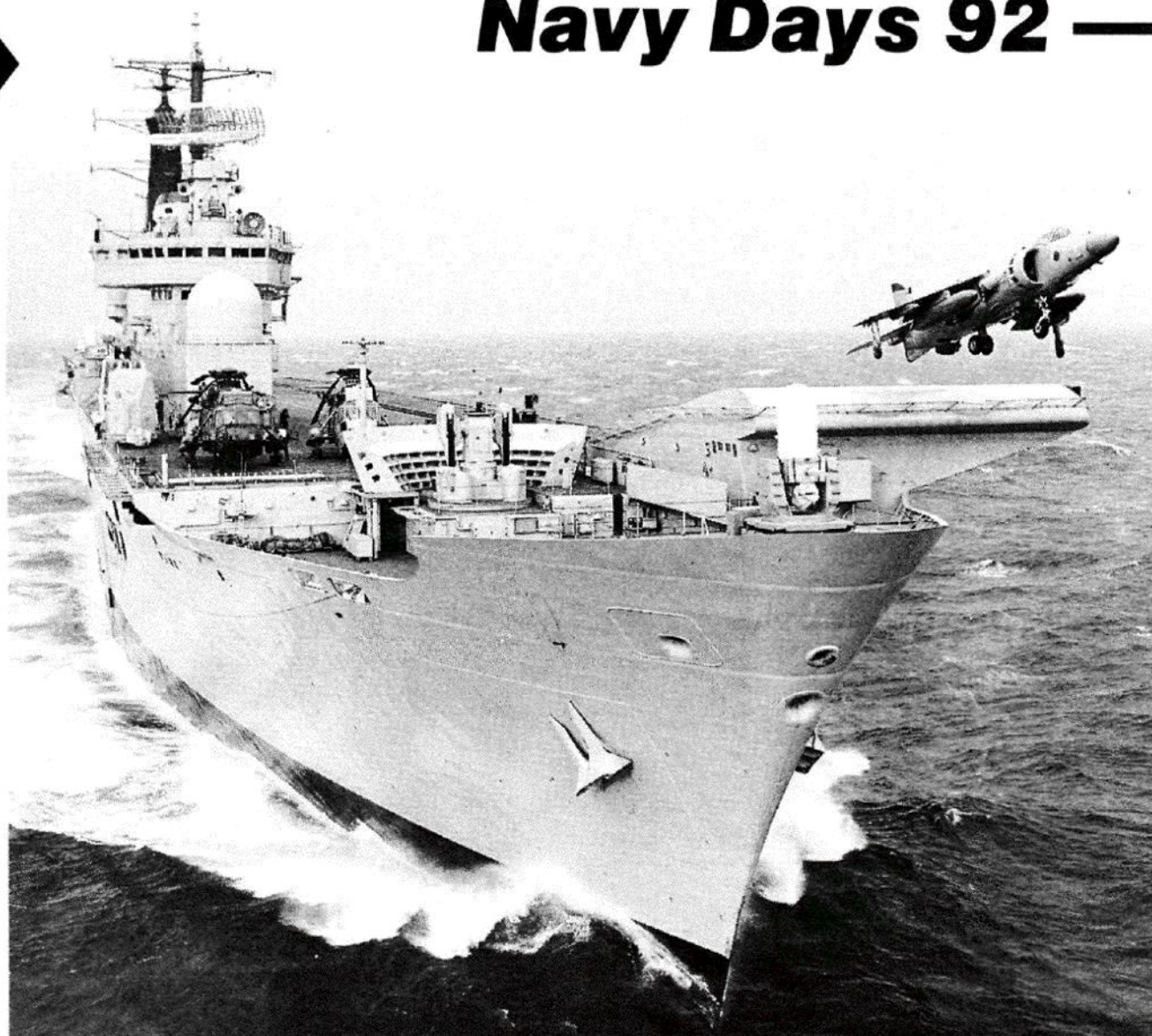


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## 29th-31st August

ROYAL NAVY ships, from a large aircraft-carrier to small mine countermeasures and coastal survey vessels, along with support ships of the Royal Fleet Auxiliary, will be open to the public for what promises to be a great August Bank Holiday Weekend attraction in the long tradition of Navy Days at Portsmouth.

The Navy's largest warship, HMS Ark Royal, pictured left, heads the cast of 14 ships taking part.

Destroyers are represented by two Type 42s (City class) — HMS Exeter, veteran of the Gulf War, where she provided upfront air defence for the Allied Fleet, and HMS Birmingham.

The two frigates on show are HMS Cumberland, a "stretched" Type 22, equipped with Harpoon and Sea Wolf missiles and anti-submarine torpedoes, and the Leander-class HMS Juno. One of the longest serving ships in the Navy, she recently celebrated her 25th birthday, and now operates as the navigation training ship.

The Navy's small ships will be represented by the 700-ton Hunt-class mine countermeasures vessel HMS Middleton and, distinctive in her white and buff paintwork, HMS Bulldog, a coastal survey ship.

This year two of the largest of the Fleet's support ships are on display — RFA Olmeda, a 36,000 ton fleet tanker and RFA Argus, an aviation training ship, with a large flight-deck to train both helicopter and Sea Harrier aircrew in sea-borne operations. During the Gulf war Argus was rapidly converted for use as a hospital ship, her helicopters able to lift casualties speedily from the battlefield for treatment on board.

Ships from our European partners will also be in Portsmouth. Open to visitors will be

three mine countermeasures vessels, from France, FS Cybele, from Belgium BNS Narcis, and the Dutch HNLMS Middleburg.

Two submarines will be alongside for viewing but will not actually be open to visitors. One of them, HMS Unseen, is of the very latest Upholder class, while HMS Opossum, which last year undertook a voyage circumnavigating the world, is a veteran O-boat. Both of these submarines are diesel-electric powered.

Twice daily the Fleet Air Arm will put on a flying display over the harbour, featuring helicopters and the ultra manoeuvrable Sea Harrier jump-jet fighter aircraft, along with the Historic Flight, featuring the veteran Firefly fighter and Swordfish torpedo-bomber biplane. Down at sea level, the RN Auxiliary Service will be conducting harbour boat trips.

There's a chance to compare life in today's Royal Navy with that of Nelson's day and back even earlier to the time of Henry VIII, as Portsmouth's two world famous historic ships, HMS Victory, Nelson's flagship at the Battle of Trafalgar, and the ill-fated Tudor warship Mary Rose, will be open as usual, along with the Royal Naval Museum. Navy Day tickets allow free admission to all three.

Displays will be performed daily by Naval Cadets while a Royal Marine Band will conclude each day with the time-honoured ceremony of Beating Retreat at HMS Victory.

With so much to see and do the Navy enthusiast will be hard-pushed to fit everything in to one day's visit, so this year a special three-day ticket is available at a special price.

For further details of Navy Days, ticket prices and times of admission, see the advertisement bottom left on the facing page.

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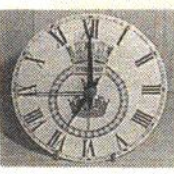
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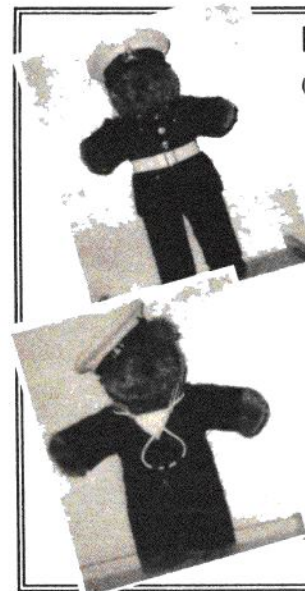
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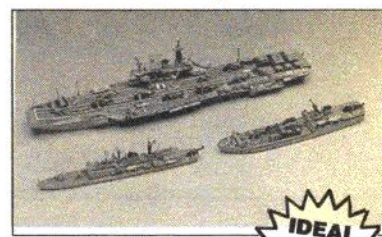
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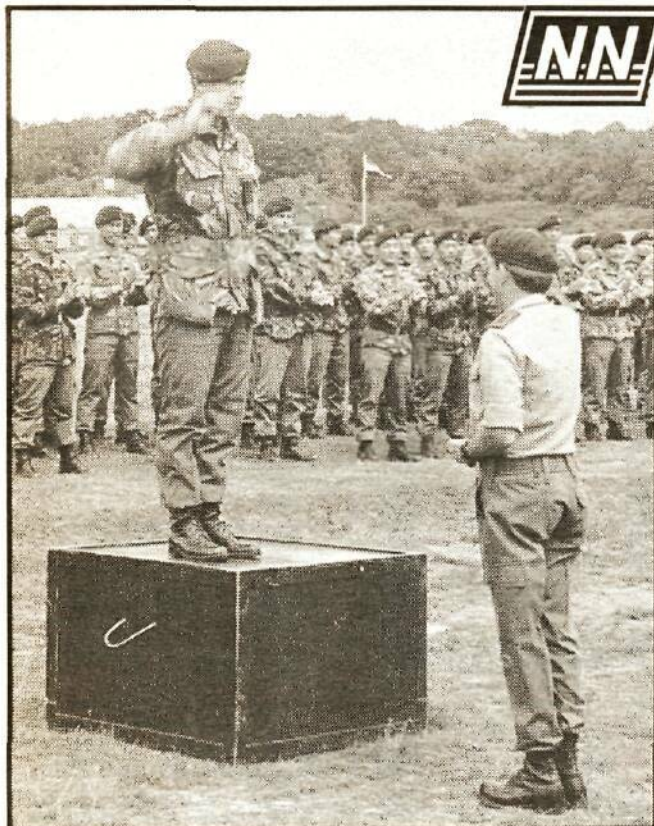
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WO2 Tommy Sands receives the Queen's Medal at Bisley. Presenting it is the Commandant General Royal Marines, Lieut.-Gen. Sir Henry Beverley. This year saw the Royals win the United Services Challenge Cup for the first time since 1959 and the Methuen Cup for the first time since 1952. Members of the Corps selected for the GB Service Rifle Team were WO Sands, Cpl. Osborne and Mnes. J. Waller and P. Nunn.

## Have a shot at hockey

SUB-Lieut. Rick Clarke (Manadon and USHC Plymouth) about to strike a well-rehearsed short corner, superbly stopped by AEM Neil Tifford (Heron). SA Irish Cunningham (Fisheads HC) lends support for the rebound expected off the RAF goalkeeper.

The action comes from the RAF v Navy game in this year's Inter-Services Hockey Under 21s Competition. The airmen won 1-0.

As well as Establishment, Command and Service teams, hockey is available through United Service Hockey Clubs in Portsmouth, Plymouth and "Fisheads" in Scotland, all providing competitive and/or social sport at weekends.

Hockey trials and training are about to begin. Players, men and women, of all standards are needed. Contact — US Portsmouth: CPO Steve Watson Collingwood ext. 516 or 0705 525422. US Plymouth: Lieut. David Ward, Drake ext. 65306 or 0752 555306. Fisheads: Terry Spinks 0383 85015 or for Scotland Command side, Cdr. Mike Worrall Neptune ext. 211.



## Losing run is interrupted by rain

RAIN has interrupted the Navy's preparations for the Inter-Services Cricket Competition, writes Lieut.-Cdr. Jim Danks, with games against the British Fire Service, British Police and Essex II having to be abandoned.

In their home match against the Civil Service, the Navy lost AEM Darren Harrison for 2, but Lieut. Mike Bath (Dolphin) and Capt. Charles Hobson (Greenwich) added 78 for the second wicket. Hobson was needlessly run out for an excellent 53 from 67 balls.

Some wayward bowling saw the Civil Service well placed for victory but the bowling improved and was backed up by some fine fielding. The winning run was hit with just one ball remaining.

RN 217 for 6 (Hobson 53, Coupland 47\*) Civil Service 221 for 7 in 54.5 overs. CS won by 3 wickets.

The RN team slumped to 94 for 7 playing away to United London Banks at Norbury; only Robin Hollington's 36 showing any fight. Rain reduced the game to 40 overs.

Mne. Andy Hurry made 43, his highest score for the RN and the Navy finished on 152 for 9, but it wasn't enough.

RN 152 for 9 (Hurry 43) United London Banks 153 for 4. ULB won by 6 wickets.

The Navy bowlers produced their best performance so far this season before lunch against Middlesex II at Portsmouth, restricting the county to 71 for 3 from 39 overs. But Middlesex attacked after the break and reached 161 for 6. Lieut. Chris Slocombe conceded 13 runs and Neil McMaster 18 from their allotted 11 overs.

Lieut. Mark Harling was the Navy's top scorer with 36, but lacked support and Middlesex won the match by 18 runs.

Middlesex II 161 for 6 (R. Learmouth 2-21) RN 143 for 9 (M. Harling 36).

The Navy's defeat by Wiltshire was more decisive. Harling took 4 wickets for 39 (twice taking wickets with consecutive balls), but the home side totalled 211 for 8.

POMA Mark Smith, top scorer with 35, led the reply before he was fifth out at 118. With the last four wickets going down for just 6 runs, the Navy

committed the cardinal sin in limited overs cricket by failing to use up their allotted overs and were all out in the 48th.

Wiltshire 211 for 8 (M. Harling 4 for 39) RN 151. Wiltshire won by 60 runs.

Fixtures: August 2, RN v Dorset CA at Bovingdon; August 4, RN v Club Cricket Conference at South Hampstead; August

OPTIMISM turned to despair for the Navy Under 25 cricket team when they were bowled out for 123 by the Army on the first day of the Inter-Service Championship, writes Lieut.-Cdr. Mike Mairs.

The Army were made to work for their runs, but eventually won by 5 wickets. New caps were awarded to WEM Mark Hull (Collingwood) and MEA APP Julian Neale (Sultan).

Put in to bat by the RAF, the Navy again struggled, but a defiant innings of 47 by MEM Stuart Higginbottom (Coventry), ably assisted by WEA APP Dave Wynne (Collingwood) with 30, brought the score to 91 for 5 at lunch.

Rain precluded further play and the match ended in a draw. A new cap was awarded to MEA APP

7, RN v Southern League XI at Hursley Park.

Inter-Services Competition at Portsmouth — August 10, RAF v Army; August 11, RN v RAF; August 12, Army v RN. Support will be most welcome as the RN aims to win the trophy outright for the first time since 1982.

The Navy Cup final will be played at Burnaby Road, Portsmouth, on August 5, between HMS Dryad and HMS Nelson. Start 1400. In the semi-finals Dryad beat Cochrane and Nelson defeated Osprey.

Dave Garbutt (Sultan).

The Inter-Service Cup was won by the Army when they beat the RAF by some 70 runs. The next day a Combined Services U25 team played the English Schools Cricket Association. This match, also affected by rain, petered out in a draw, but Neale received a CS cap.

Success proved hard to come by for the RN U25s this season and lack of availability of players remains a major concern. There is, though, a bedrock of good talent to be mined at junior levels.

## Sport

# QUEEN'S MEDAL BAGGED BY RM TEAM CAPTAIN

IF YOU want to get time off for shooting, get your boss interested. So went the thinking of keen shootists on the engineering staff of 706 Squadron, RN air station Culdrose, writes Lieut.-Cdr. Brian Witts.

What they hadn't reckoned on was that Lieut. Sally Roots, Deputy Air Engineer of 706, in her first year shooting at Bisley was to become a crack fullbore shot and the first woman to be selected for the RN Service Rifle Team in the Inter-Service Rifle Match. She was also to win the Bounton Cup, open to tyros under 25.

WO2 Tommy Sands (Training Reserve Forces RM) won the Queen's Medal for the Champion Shot of the Royal Navy and Royal Marines. He was also shooting team captain of the RM squad, which won the Methuen Cup, contested by teams from all regiments and commands of the three Services. Sands was also selected to shoot for Great Britain in the International Service Rifle Match.

CPO Alan Ball (Daedalus)

was again the Navy's top shot, winning the Target Rifle Championship, Service Pistol Championship and Smallbore Rifle Championship and finishing runner-up in the Service Rifle Championship. He was also selected for the GB International Service Rifle match team. Ball went on to become 1992 Skill-at-Arms Champion.

### Swan song

Lieut.-Cdr. Charles Dickenson (ARE Portsdown), in his last year shooting in the RN, won the NSRA silver medal in the Inter-Service Smallbore Rifle Competition.

CPO George Stanton (Plymouth Command) was runner-up in the Target Rifle Competition and won the NRA bronze medal for Services Pistol Shooting. LSEA Alan Prior (Portsmouth) won the Simbang Cup and PO(Phot) Paul

McCabe (Air) became Target Rifle Tyro Champion in his first year at Bisley. His photographer colleague PO(Phot) Jan Brayley (Air) was RN Service Rifle Champion.

Air Command won all 11 team events — including inter-command rifle and pistol and, new this year, the FIBUA Competition (Fighting in Built Up Areas), which takes over from the SMG event. The Air shootists were clear winners of the Herbert Smith Challenge Trophy, followed by Plymouth Command and Portsmouth.

Inter-Service Results — United Services Service Rifle VIII: 1, Royal Marines 1818; 2, Army 1815; 3, Canadian Forces 1748; 4, RAF 1709; 5, TA 1881; 6, Royal Navy 1644 and 7, RNR 975. Whitehead Service Pistol: 1, RAF 1336; 2, All Comers 1292; 3, Army 1260; 4, RM 1249; 5, RN 1223; 6, TA 1187 and 7, RNR 908.

## A GREAT DAY FOR SMALL

ALTHOUGH 4-2 down in the foursomes against Brecon and Radnor — the Navy's points from CPOEA Don West (Rosyth)/CPOEA Steve Lambert (Renown) and Sgt. Bill Parker (3 Bge Air Sqn./LPT Bill Stretton — CPO Pat Smith (Culdrose), Lambert, West, CPOEA Jim Thomson (Valiant), Lieut.-Cdr. Ian Yuill (CTCRM) and Lieut.-Cdr. Pat Lynch (Daedalus) all won in the singles, writes Lieut.-Cdr. Roger Knight.

Five matches in a row were then lost, leaving the Navy having to win the last game if they were to gain a halved match. Luckily, LCpl Nigel Small (CTCRM) standing on the 18th tee with the final match all square was more than equal to his task. He launched himself into a tremendous 3 wood, which finished just short of the green and duly won the hole, ensuring a 9-9 halved match.

WOMAA Dave Dyer (Culdrose), Dick Mitchell (Whitebread) and Surgeon Rear Admiral Frank Golden (Haslar) were the a.m. winners in the RN S&S Golf Championship, while CPOMA Phillip King (Seaford Park), Lester Ferguson (Brake Bros) and LStd Paul Dickson (Upholder) won in the afternoon.

Overall winner was Std Mike Radford (Dryad). POWren Sian Roberts (Sultan) was overall ladies winner. Lieut. Pete Marsden (CINCNAVHOME) won the John Hill Memorial Trophy as most improved golfer.

Sponsors were Hogg Robinson, Whitebread and Brake Bros. Southwick Park will host this contest again next year — June 11 1993.

Southwick Park also hosted the HMS Collingwood/Doves Ford Invitation Golf Trophy, which attracted 24 teams. HMS Dolphin provided the winning team and HMS Collingwood the runners-up. Top individual was Clive Shin (Collingwood), followed by Eddy Edwards (Dolphin).

As well as Doves, sponsors included Astraeal, Courage, ARA and Godwins.

## IN BRIEF

GOLD medals were won by WEM(R) Dan Parkes (Defiance), Mne. Mark McCraw (45 Cdo) and Mne. Nick Costiff (Commachio Group) at the Inter-Services Judo Championship. Their respective categories were heavyweight (u95kg), lightweight (u71kg) and featherweight (u65kg). Dan has been selected for the Under 21 national squad.

THEY'D never tried a triathlon before but Wren Emma Craig and Lieut. Lisa Maynard of HMS Seahawk decided to have a go in the Naval Air Command Triathlon Championships. Emma came first and Lisa finished fourth.

ONCE again Lieut.-Cdr. Ian Plant finished as Overall RN Champion and Lightweight Champion at the RN Windsurfing Championships, held at Gosport. Lieut. Simon Kingsbury (Manadon) was runner up. Lieut.-Cdr. Nick Kidd (RNR) won at heavyweight. Mid. Mathew Spooner (Dartmouth) followed and was RN Champion. Jeremy Brooks was first junior, CCAEA Mike Wright (Daedalus) first veteran, Lisa Scandling first lady and Pete Tanner (DRA Alverstoke) first MOD civilian.

THE RN men finished a close second to the RAF in the Inter-Services Team Fencing Championships. Highlight came when the Navy team's new captain WOSTD Tony Siddall excelled himself to beat the Army's James Williams, who has been selected for the British Olympic team. But the RN Women's squad stole the show, winning the ladies competition overall for the first time since 1979. Congratulations to Lieut. Sue Bullock, Lieut. Gin Howe, POWren Heather Francis, Sub-Lieut. Tanya Taylor, CWren Sue Bage and CWren Claire Rowing.

WITH only eight players, Portsmouth struggled against Naval Air in the RN Water Polo Championships semi final and were beaten 15-7. Second semi saw the Royal Marines defeat Plymouth 14-5. Naval Air demonstrated their superiority in the final, beating the Royals 13-7. LAEA Neil Tate (Osprey) scored seven of NAC's goals. He was the championships' leading scorer, with 24 goals.

CDR Rod Robertson is back from Moscow, where he refereed two matches between Russians and the touring English Schools boxing team. Rod's 23-year international career has seen him referee European, World and Olympic championships, as well as many matches in the former Soviet Union. He is now hoping to arrange for a Russian doctor he has met to spend time in a West Country hospital, whose techniques could usefully be taken back to the children's hospital in Vladimir where the doctor is based.

NOW'S the time to sign on the dotted line and become a member of the Royal Navy Athletic Club's road running fraternity. Contact the secretary, POSA Steve Cox c/o Naval Stores Office, HMS Ark Royal BFPO 212 for details. Life membership — £19.50 including club vest — means a reduced entry fee for races and the chance to run in RNAC colours.

In the Portsmouth area, the RNAC's road runners are coming to the end of their second season in the Hampshire Road Race League, whose events include 5 mile, 10km and half marathon distances. Next season's races are already scheduled. There will also be a ladies league.

Contact Steve for details of Pompey area races and CPOEA Mal Walker, MDSS, RNH Stonehouse, Plymouth, for details of events around Devonport. Area contacts are needed for Portland and Scotland — again, contact Steve.



## FAMILIAR GROUND BUT LOCALS ARE JUST TOO STRONG

FOUNDED in 1868 and home for over a century to Royal Naval polo, the Marsa Polo Club in Lata was visited by a six goal RN team, there with backing from Lamb's Navy Rum.

Sadly, bad weather limited the week-long visit to just one match — the long-awaited match for the Prince Louis Cup. The RN recovered from a poor start but failed to overcome the strong home side. Malta won 8-4½. The Duke of Edinburgh presented the Cup.

There was wonderful hospitality throughout the visit and much nostalgia. Playing for the Navy (in blue) were Capt. C. MacGregor, Capt. R. Guy, Mne. G. Waddington, and Lieut.-Cdr. R. Mason. All the players were presented with replicas of the Prince Louis Cup, donated by Marks and Spencer (Malta).



## Red in beak and claw

RETAINING her title as Cock of the MCM2 Squadron is HMS Atherstone.

Playing in red jerseys, the team from HMS Atherstone took up the challenge of fellow mine countermeasures vessel HMS Cattistock at Lorient in France.

The ships' companies were enjoying a short respite while taking part in Norminex, a joint maritime exercise, together with HMS Cottesmore.

The "cock fight" saw the Atherstone players triumph convincingly, 43-10.

## A wheelie good time



TEAM driver Lieut. Rory McNeile (815 Sqn.) and co-driver PO Pete Williams (Yeovilton) achieve lift off in the Somerset Stages Rally, in which they finished fourth in class.

The RN rally team has taken part in several national championship events. CPO David Hud-

son (Culdrose) was McNeile's co-driver when they finished 6th in the 1300cc class in the opening round of the national BTRDA Clubmans Championship in their Talbot Samba.

Run under the banner of the RN and RM Motorsports Association, the team is also supported by Cornish auto-factors Mill Auto Supplies and Mintex Don, the brake pad manufacturers.

Other events contested this year include the 2-day tour of Cornwall Rally and a round of the National Tarmac Championship (7th in class). Other members of the team are LAEM Nick Stairmand (820 Sqn.), CPO Mick Lawless (706 Sqn.) and Lieut. Mike Beardall (Dryad).

For further details of the RNRMSA contact CPO Hudson, ETS, RNAS Culdrose.



## BEST VETERAN CYCLISTS!

TWO teams were sent to represent the Senior Service in the British Forces Germany two-day cycle race at RAF Bruggen.

Fifty-six riders from the three Services took part in a prologue, followed by two road race stages and finally a team time trial, totalling over 180kms of racing.

One Navy team achieved joint second place overall. Individual placings included 4, 12, 21, 22, 23, 33 and 36. We also took 1st, 2nd and 3rd veterans placings.

An enjoyable weekend and creditable achievement by Lieut. P. Haggart, CMEM T. Cunningham, CMT(L) P. Graham, CPOA(SE) K. Eagles, CWEA A. Turvey, LMEM A. Stanton and Cpl. T. Taylor, pictured above.

## Konsort for charter

HAWK of Lynher, a fully equipped Westerly Konsort, has been "commissioned" by the Royal Naval Sailing Association's Plymouth branch. She's heavily booked for the current season, but prospective charterers should apply to Lieut.-Cdr. Andy Petty on Raleigh ext. 41359.

## Tiddlers go fishing



Above: Michael Taylor (Portsmouth RN&RM CAA) adds to his tally of fish. His total catch weighed 16lb 11oz.

BOYS and girls from nine clubs took part in a Juniors Festival at HMS Dryad organised by Portsmouth RN and RM Coarse Angling Association.

It was not long after the whistle that the first carp were being played and in most cases lost. Youngest and by far the smallest competitor of the day, Mathew Reed, lost a battle with a carp ... after which his dad strapped him to his tackle box for the rest of the match!

Another youngster caught his first carp after four hours' trying, only to topple in while netting it and see it swim away. But everyone had a good time and thanks to all the sponsors — Butlers Baits, Aiken, Drennan, Silstar, Normark, Mustad, Browning, Angling Times and The Angling Foundation.

Over 13: 1, Richard Clacey (RN&RM); 2, Carl King (Dorking); 3, Mark Cannings (Salisbury). Under 13: 1, Luke Sears (Drayton); 2, Michael Rogers (RN&RM); 3, Stephen Avis (RN&RM).

## SWIMMERS PUSH RECORDS ASIDE

FOURTEEN Navy records were broken at this year's RN Swimming Championships, held at HMS Temeraire.

Congratulations to LAEA Tait (Osprey) — 800m, 400m, 200m and 100m freestyle; PO S. Thomas (Daedalus) — 100m butterfly; MEA Nolan (Sultan) — 100m backstroke and 4x2 individual medley; A/ MEA Hamar (Sultan) — 100m and 200m breaststroke; Lieut. L. Maynard (Seahawk) — 100m backstroke; A/WETS Y.

Warren (Nelson) — 100m breaststroke; LWREN Kirkhan-Fearon (Inst. of Naval Medicine) — 1 length freestyle; Portsmouth Command — 4x2 medley relay and 6x2 freestyle relay.

Team results — men: 1 Portsmouth 83 pts; 2, NAC 63; 3, RM 62; 4, Scotland 28; 5, Plymouth 5. Women: 1, Portsmouth 82; 2, Ply/RM/Thames 48 and 3, Air/Scotland 47.

Congratulations, too, to POPT Michael Flaherty (Nelson) who competed in the

5km open water swim at the Fourth World Masters Swimming Championships in Indianapolis. He finished second in the 35-39 age group and 21st overall. There were 400 competitors. He was just 4½ minutes behind the overall winner, finishing in 1 hour 8 mins 10 sec.

The RLSS trainer/assessor course, which will qualify candidates to train RLSS pool lifeguards, will be held at HMS Temeraire (Oct. 23-25; cost £95). For further details contact CPO Pete Crowley (PNB ext. 25912) or Mr George Toft (0705 811110) (H).



# Categories listed for redundancy

THE 1,100 or more jobs which are to go in Phase 2 of the Navy's redundancy programme have now been listed by rank/rate and specialisation, and applications from people in the categories involved have to be in by Sept. 15.

The hope is to complete this phase of reduction in manpower by individual applications, but some compulsory redundancies may be necessary.

Officer numbers, totalling 450 or more, involve up to 15 Captains, 45-55 Commanders and about 400 Lieutenant-Commanders and below of the X, E, S, I and W specialisations. In addition, a small number of Surgeon Commander(D)/senior Surgeon Lieutenant-Commanders(D) will be included in redundancies.

A total of about 700 WOs, CCPOs, CPOs, POs and Leading Hands are to become redundant in this phase, but the Leading Hands will come from a small number of categories and none will be made redundant compulsorily.

## Small numbers

The large number of categories published reflects the small numbers required from many and is an indication of the "surgical" nature of the reductions, it was stated for the Navy.

Non-Artificers rates involved are listed under the headings of General Service, Submarine Service and Fleet Air Arm. There are also lists of Artificers/Technicians and WRNS.

Redundancies will be required from people with less than 12 years service, and it will be necessary to include officers and ratings with significant time to serve (including non-compulsory redundancy from those under initial training) as well as those nearer retirement.

If applicants in a particular category are predominantly those with a short time to serve, it may be necessary to reject their applications and to make redundant others who have significant time to serve.

The compensation terms are spelled out and a variety of other aspects covered, including the effect on bonuses. Full details are contained in DCIs(RN) 193 and 194, published in July, with advanced copies provided to Commands.

Redundancy boards will sit between September and November, and those selected for redundancy informed on Dec. 1. They will leave the Service between April 1 and Nov. 30 1993.

A further redundancy phase may be necessary next year.

# Ferry fire rescue

POACMN Sam Norris made use of his schoolboy French when he was winched on board the Quiberon to liaise with her crew after an engine room fire in which a crewman died.

The Channel ferry, with over 1,000 passengers, was forced to drop anchor 50 miles off Plymouth en route to Roscoff as two Sea King helicopters from RN air station Culdrose stood by to airlift passengers. The minehunter HMS Brecon was also diverted to the scene.

"I went down because there appeared to be only one person on the bridge who could speak English," said PO Norris.

The fire was eventually contained and the ferry was towed into Roscoff by two French naval tugs.

Picture: Cornish Photo News.



## RACING CERT

GREAT Yarmouth, which owns and administers its own racecourse, is this month to name a race after the Sandown class HMS Cromer, which was recently commissioned in a ceremony at Great Yarmouth.

# More sea time in Tiff training

**SIGNIFICANT changes to both Artificer and Mechanic training and employment will be proposed in a report to be submitted this autumn by the Marine Engineering Branch Development Team.**

For the Artificer it will recommend that the MEA apprentice spends longer at sea earlier in his apprenticeship; changes to sub-specialisation; and introduc-

tion of new technical and craft Adquals more closely matched to the needs of employment at sea and ashore.

In the case of the Mechanic,

it will recommend that he goes to sea earlier in his career, with training more closely matched to his next draft. Career courses to POMEM and CPOMEM will enhance their maintenance capability, and they will also be eligible for a wider range of craft Adquals to allow them to be employed in more specialist craft billets ashore.

Once the recommendations have been approved by the Director General Naval Manning

and Training, more work will be needed to carry out course design, produce Task Books, revise advancement regulations and amend publications.

This work, with an expanded team, is expected to take two years, but it is planned that new courses will be introduced as they become ready.

The team will continue to be based at HMS Sultan and will liaise closely with employers to ensure that their requirements are taken into account in the detail of course design.

During the implementation phase information on approved

changes will be provided through various sources and it is hoped to run an MEBD Roadshow for ships, submarines and establishments.

The review, announced in 1991, is now nearing completion of its current phase. It was set up to identify changes which would produce a more effective match of training to the needs of current and future employment, and enable transfer of employment from Artificer to Mechanic in areas which would allow the training, ability and potential of both to be more fully utilised.

## Atherstone leads the way

**ACTING as informal leader to a group of small yachts on passage through the Corinth Canal is HMS Atherstone, which has been exercising in the Aegean with MCM2 sister ships HMS Cottessmore and Cattistock.**

As well as the Mediterranean deployment, the ships have taken part in a joint maritime exercise off France involving a total of ten MCM ships, including six RNR River class minesweepers and a French vessel.

During this operation No. 1 Forward Support Unit were based at Lorient to provide front-line logistic and engineering support to the task force.



## Fifty years on

A commemorative service to mark the 50th anniversary of the end of the Second World War is planned by the Government as a national event for 1995, it was stated in the Lords.

In addition, the Services selected three events for

special commemoration on their 50th anniversaries.

In 1990 the RAF marked the anniversary of the Battle of Britain; the Navy will commemorate the 50th anniversary of the Battle of the Atlantic with a service in Liverpool Anglican Cathedral in 1993; and this October the Army is marking the anniversary of the Battle of El Alamein.

## Victory dinner

**FINANCIAL support for Royal Navy members of the British squad in this year's Olympic Games is being boosted by a unique draw in which £1 tickets offer the chance of dinner for two on the lower gun deck of HMS Victory at Portsmouth on September 16.**

Applications for tickets should be made to the Appeals Secretary, Office of the Queen's Harbour Master, Semaphore Tower, HM Naval Base, Portsmouth.

Tickets will also be available during Portsmouth Navy Days on August 29, 30 and 31 if any remain unsold.

## OIL DEPOT UP FOR SALE

THE MOD's oil depot at Invergordon on the Cromarty Firth is now on the market, and the depot and service support facility will close totally by next March.

Invergordon was once one of the busiest naval bases in Europe, with battleships and many other vessels.

In December 1915 the cruiser HMS Natal exploded and sank there with the loss of 421 lives. This summer a memorial plaque to those who died in her was unveiled at Invergordon by Cdr. Eric Back whose father, Capt. Eric Back, the cruiser's commanding officer, and mother were both killed.

